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A DISCUSSION OF THE WHOLESALE SUPPORT
PROVIDED TO THE NAVAL AIR REWORK FACILITY
BY THE NAVAL AIR STATION, NORTH ISLAND

Ronald G. Ostrom

NAVAL POSTGRADUATE SCHOOL

Monterey, California



THESIS

A DISCUSSION OF THE WHOLESALE SUPPORT
PROVIDED TO THE NAVAL AIR REWORK FACILITY
BY THE NAVAL AIR STATION, NORTH ISLAND

by

Ronald G. Ostrom

December 1979

Thesis Advisor:

A. W. McMasters

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A Discussion of the Wholesale Support
Provided to the Naval Air Rework Facility
by the Naval Air Station, North Island

by

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Lieutenant, Supply Corps, United States Navy
B.S., Southern Illinois University, 1969

Submitted in partial fulfillment of the
requirements for the degree of

MASTER OF SCIENCE IN MANAGEMENT

from the

NAVAL POSTGRADUATE SCHOOL
December 1979

ABSTRACT

This thesis offers a general discussion and documentation of the wholesale support that is currently provided to the Naval Air Rework Facility by the Naval Air Station, North Island, which, as a result of a Department of Defense Material Distribution System (DODMDS) study recommendation, will be transferred to the responsibility of the Naval Supply Center, San Diego, on 1 October 1980. If the merger is to be implemented without a reduction in the current level of support or effectiveness, the full scope of the current support must be understood. To date, little documentation in this area has been completed. It is hoped that the information contained in this thesis will provide a foundation on which to build a comprehensive support program.

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LIST OF ACRONYMS USED

| | |
|--------------|---|
| ADP | - Automatic Data Processing |
| AIMD | - Aviation Intermediate Maintenance Depot |
| ASO | - Aviation Supply Office (Philadelphia, PA) |
| AVCAL | - Aviation Consolidated Allowance List |
| COMNAVAIRPAC | - Commander Naval Air Forces, Pacific Fleet |
| CVA/CVS/CVN | - Carriers |
| DOD | - Department of Defense |
| DODMDS | - Department of Defense Material Distribution System |
| DLA | - Defense Logistics Agency |
| DLSC | - Defense Logistic Services Center |
| DPSCPAC | - Data Processing Service Center, Pacific Fleet |
| DTO | - Direct Turnover |
| FAADCPAC | - Fleet Accounting and Disbursing Center, Pacific Fleet |
| FALSC | - Fleet Aviation Logistic Support Center |
| FMSO | - Fleet Material Support Office (Mechanicsburg, PA) |
| GSA | - General Services Administration |
| IMA | - Intermediate Maintenance Activity |
| JLC | - Joint Logistics Command |
| LSPC | - Logistic System Policy Committee |
| MSIR | - Master Stock Item Record |
| MTIS | - Material turned into store |
| NARDAC | - Naval Regional Data Automation Center |
| NARF(NI) | - Naval Air Rework Facility (North Island) |

| | |
|---------|---|
| NAS(NI) | - Naval Air Station (North Island) |
| NAVSUP | - Naval Supply Systems Command, Washington, D.C. |
| N/C | - Not carried |
| NIF | - Navy Industrial Fund |
| NIMMS | - Naval Inventory Maintenance and Material Management Systems |
| NISTARS | - Naval Integrated Storage Tracking and Retrieval System |
| NRFI | - Not ready for issue |
| NIS | - Not in stock |
| NSC(SD) | - Naval Supply Center (San Diego) |
| OCR | - Optical Character Readable |
| OSD | - Office of the Secretary of Defense |
| PPBS | - Planning-Programming-Budgeting System |
| RFI | - Ready for issue |
| RMS | - Resource Management System |
| SK 2 | - Petty Officer Second Class Storekeeper (E-5) |
| TWK | - Teletype Exchange |
| UADPS | - Uniform Automated Data Processing System |

I. INTRODUCTION

After a period of U.S. military involvement in a war or major armed conflict, it has become the standard practice of the federal government to demobilize its forces, equipment, and facilities to a level that is either equal to or lower than the level which existed prior to the original buildup, i.e., a peacetime level. In the majority of cases, this demobilization has been accomplished in a manner which is contrary to good cost effective or business principles. There are many factors which have contributed to this situation, some of which are:

- (1) The federal government reduces DOD appropriations and transfers the funds to other programs.
- (2) Mobilization which took several years to accomplish is expected to be demobilized within a year or so.
- (3) DOD is forced to demobilize without adequate planning.
- (4) Political pressures must be considered in all decisions.

Since the post-Korean war era, the budget and cost effectiveness of the Department of Defense have come under an ever-increasing amount of scrutiny. The DOD budget, although a major part of the annual controllable budget, is in fact only approximately 25% of the total federal budget [Ref. 3: 28]. Much of the scrutiny is apparent during the budget process, in particular by the testimony and supporting

documentation required by both the House and Senate Appropriations and Armed Services Committees.

During the 1960's, when Robert MacNamara was Secretary of Defense, greater emphasis was placed on improving the efficiency and cost effectiveness within DOD. Several new techniques were implemented by DOD.

DOD adopted the planning-programming-budgeting system (PPBS) concept in 1961. PPBS offers a way of describing, proposing, and defending expenditures. PPBS has five distinguishing operational characteristics:

- (1) Program accounting - consists of grouping together expenditures having the same purpose and focusing on outputs rather than inputs, no matter which agency spends the money.
- (2) Multi-year costing - which requires the agency submission of reports showing outlays or expected outlays for each program in the fiscal year just past, the current year, and the budget year, plus at least four future years.
- (3) Detailed description of activities - which requires that each program element be supported by:
 - (a) objectives
 - (b) effectiveness
 - (c) output
 - (d) choices made
 - (e) alternatives considered
 - (f) reason for choices
- (4) Zero-base budgeting - which requires that a program be defended by listing its objectives, choice of sub-programs within it, alternatives considered but not appearing in the proposed program and the reasons for the choice. This is done to discourage program perpetuation unless the program is actually required.

- (5) Benefit-cost analysis - consists of making a numerical estimate of at least one desired or undesired consequence of at least two alternative courses of action [Ref. 3: 79-83].

DOD also established a systems analysis office within the Office of the Secretary of Defense. Systems Analysis became the single most powerful office in the determination of military force structure during the Kennedy and Johnson Administrations. Secretary MacNamara's use of the small analytical staff was seen as a deliberate tool to centralize DOD decision making and increase the influence of the Secretary of Defense over the services. The organizational "essence" of System Analysis included the advocacy of three concepts: quantitative methodology, centralized management, and the importance of cost as a decision criterion. This lead to "cost-effectiveness" studies becoming a primary factor in defense decision making [Ref. 1: 349-357].

A. BACKGROUND

A particular area that has been under continual review and scrutiny is logistics. In 1967, the Congress trimmed the Defense budget "to encourage integration of logistic support." In 1969, the President appointed a Blue Ribbon Defense Panel composed of leading citizens from industry, academic institutions, law, and finance, and as part of their task were to examine the logistical support function within DOD. The panel reported that "the logistic system within DOD is decentralized and fragmented in functional assignments." It noted that "efforts of the Congress and the Office of the Secretary of

Defense (SD) had been unable to improve the efficiency or effectiveness through standardization of procedures." The report stated:

The current inventory management, distribution, maintenance, and transportation systems are needlessly inefficient and wasteful, and even more important fall far short of the potential for effectiveness of support of combatant commanders [Ref. 3: 98-106].

In January 1970, DOD established the Logistic System Policy Committee (LSPC) "to direct the development, maintenance, and coordination of the LOGPLAN" (DOD Directive 5126.43). The LOGPLAN was intended to be a five-year plan to upgrade and improve the logistic system within DOD in conjunction with the Five-Year Defense Program [Ref. 6: 1-4].

It was determined in 1975 that the LSPC had neither developed nor implemented an action LOGPLAN. There appeared to be a lack of cooperation and reluctance on the part of the agencies within DOD. As a result, the LSPC was disestablished.

At the "DOD Logistic Symposium" in 1975, which was composed of the top DOD military and civilian logisticians, several alternatives were examined for achieving greater efficiency and improved effectiveness in the material distribution system within DOD. It was decided to conduct a study, under the auspices of the Joint Logistic Commanders (JLC), of the Wholesale DOD Material Distribution System.

The objectives of the study were to:

- (1) Review and analyze the current DOD Material Distribution System (DODMDS) processes;

- (2) Identify improvements which would support the Services' operational readiness requirements effectively and economically in peace and under mobilization/wartime in the future;
- (3) Examine and recommend alternatives to optimally integrate, consolidate, and/or standardize Service/Agency distribution system functions and facilities within the 50 states [Ref. 5: 6-7].

It was hoped that the study would reduce the number and location of facilities, thus improving stock positioning, reducing total material requirements, and optimizing transportation and personnel utilization, which would ultimately result in lower total costs.

The scope of the study on the "wholesale" distribution system was limited to those distribution processes "involved with the major wholesale activities (depots, supply centers, and logistics centers) presently operated by the Army, Navy/Marines, Air Force, and the Defense Logistics Agency. More specifically, it included:

- (a) the sources of material delivered to the distribution system,
- (b) the location and operation of the distribution facilities,
- (c) the customers served by the system, and
- (d) the transportation links, both commercial and government, that connect the sources of supply, the distribution facilities, and the customers, including overseas customers" [Ref. 6: 9].

Excluded from the study were:

- (a) "some commodities with unique characteristics i.e.: bulk petroleum, ammunition, chemical/biological/radiological items, perishable subsistence, industrial plant equipment, and some major end items;

- (b) distribution facilities outside the 50 states;
- (c) certain specialized facilities;
- (d) facilities with maintenance or inventory control missions" [Ref. 6: 9].

Phase I of the DODMDS study, which included (a) review and analysis of the distribution system, (b) review and analysis on specific sites, (c) determination of the candidate facilities for possible elimination or consolidation, was completed in July 1978.

The review of the Navy complexes in Norfolk, San Diego, and Oakland areas revealed that:

Within each area there were two separately administered distribution facilities, one associated with the supply center and the other with an air station. Separate command and funding channels exist for each of these facilities. Although the two distribution facilities within each of the three Navy complexes were in close proximity or nearly contiguous to one another, no coordinated effort regarding site renovation or facility modernization was evident. It was not coincidental, therefore, that in spite of the large concentration of customer demand within these areas, some storage and processing facilities were found to be marginal while others were good [Ref. 6: 313].

Among the final recommendations submitted by the DODMDS study group was the "merger of the Navy distribution facilities within each of the Navy complexes at San Diego, Oakland, and Norfolk" [Ref. 6: 313].

B. PROBLEM

As a result of the DODMDS study, the Navy is in the process of merging not only the management and administration of the wholesale supply operations of the Naval Air Station but other nearby facilities such as shipyards and public work centers

with the Naval Supply Centers. The Navy has requested the assistance of the Naval Postgraduate School, under the guidance of Dr. Alan W. McMasters, to conduct a study to develop a "general material distribution plan for local area support by a large wholesale activity which can be applied to all three of the Navy Supply Centers mentioned above" [Ref. 8: 1]. This study should consider and evaluate the positioning of material, transportation cost and capabilities, warehouse and storage locations, and personnel relocation and other associated costs. It is the major intent that the merger result in "no degradation of the supply support which currently exists." The cost of maintaining the "no degradation" policy should also be evaluated.

Before any development of a general material distribution plan can be initiated, it is critical that the current level of support be fully documented. It is the intent of this thesis to document the wholesale support that is currently being provided by the Supply Department at the Naval Air Station North Island (NASNI) to the Naval Air Rework Facility North Island (NARFNI), and provide the general information necessary to the development of a distribution plan.

It is not the intent of this thesis to criticize any support features or organizations.

C. APPROACH

The wholesale merger is scheduled for implementation at three locations. All of the locations are different to some

degree. Chapter II discusses some of the unique aspects of the San Diego/North Island area. The differences between the three locations must be considered in any implementation plan.

To develop some comprehension of the wholesale support that is provided by NASNI to the NARF, it is necessary that one not only understand the organization and responsibilities of the departments and divisions providing the support; one must also have a general understanding of the programs at the NARF that require support. Chapter III discusses the support provided by the Comptroller's Department and the Supply Department. It will be noted that the wholesale and retail support functions are heavily entwined. Chapter IV discusses the NARF's programs and its interaction with the Supply Department.

One of the most important elements of the support that is being provided by the Supply Department is the local delivery service. All material received on the NAS is routed through the local delivery organization. Chapter V provides a discussion of that service.

Chapter VI discusses some of the current projections concerning the merger. It also discusses some of the plans as they currently exist. Chapter VII presents conclusions of the study.

II. SAN DIEGO/NORTH ISLAND

Although there are several similarities in the San Diego/North Island, Oakland/Alameda, and Norfolk areas, they are not exactly alike in the wholesale support provided. San Diego, like Norfolk, is heavily dependent on the federal government, especially the Navy, for its economic base. The Navy has played a large part in the growth and development of San Diego. The majority of the people living in and around San Diego are either employed by or retired from the federal government.

The favorable year-round weather has helped San Diego become the largest U.S. Navy port on the West Coast. Like Norfolk, it is the home port for:

- (a) carriers
- (b) combatants (cruisers, destroyers, etc.)
- (c) submarines
- (d) amphibious ships
- (e) auxiliary ships (tenders, stores, ammunition, etc.)

The ship population has grown to such an extent that some ships soon will be moving to Long Beach.

Although similar to Oakland and Norfolk in that there are other Navy activities in the vicinity, San Diego is more heavily populated with these activities. To name just a few, San Diego is also the home of:

- (a) three naval air stations
- (b) Navy and Marine Corps recruit training centers

- (c) Naval Communication Center
- (d) Naval Electronic Laboratory
- (e) Fleet Training Center

Exhibit (1) is a map which shows the general locational relationship of some of these activities.

A. NAVAL SUPPLY CENTER, SAN DIEGO

Like Oakland and Norfolk, logistic support to some degree is provided to all the activities listed above by the Naval Supply Center, San Diego (NSCSD). NSCSD Headquarters are located in downtown San Diego with warehousing facilities located close by as well as in the vicinity of the 32nd Street Naval Station.

In FY78 the NSCSD stocked 103,680 line items as compared to 641,006 for Oakland and 634,882 for Norfolk. NSCSD received 1,896,593 material requests compared to 2,464,739 for Oakland and 4,789,944 for Norfolk. The majority of the differences is caused by the larger volume of business conducted by NSC Oakland and NSC Norfolk for overseas customers.

Material is received and shipped by commercial truck, Navy truck, parcel post services, U.S. Mail, railroad, commercial air and military air. Material deliveries are accomplished by a fleet of NSC controlled vehicles.

B. NAVAL AIR STATION, NORTH ISLAND

The Naval Air Station North Island (NASNI) is unique from NAS Norfolk in that it is located on an island. (It is located at the northern end of Coronado Island.) Access to the island

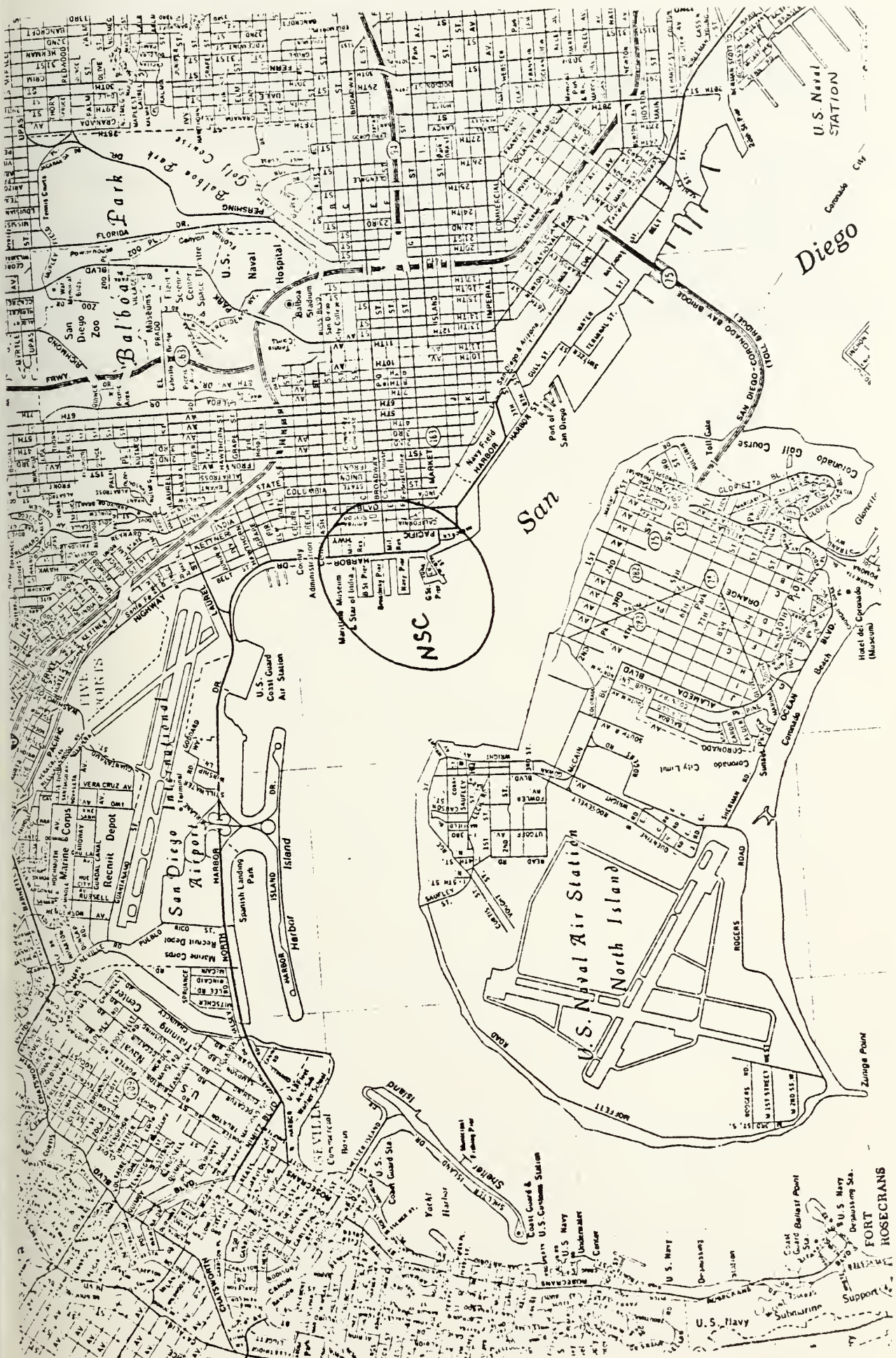


Exhibit (1)

is gained by the use of the San Diego-Coronado Bay Bridge (a toll bridge) which is 1.5 miles long.

Material received and being shipped must either travel to and from the island by truck or overland vehicle, air, or barge. Railroad facilities are not available on the island. Barge service between San Diego and North Island is controlled and operated by the NSC.

III. NAVAL AIR STATION NORTH ISLAND

The mission of the NASNI is "to maintain and operate facilities and provide services and material to support operations of aviation activities and units of the Operating Forces of the Navy and other activities and units as designated by the Chief of Naval Operations" [Ref. 9: 1]. The support of the NARF has been a designated responsibility. Support is provided by various departments and activities located on the NAS, and in some cases will be reduced or discontinued after the merger of the wholesale support to NSC San Diego.

A. SUPPLY DEPARTMENT

The Supply Department provides the following support to the NARF:

- (a) receive and screen non-ready-for-issue (NRFI) material turn-ins providing material identification, determining the designated overhaul points (depot-level) and transshipping those materials not assigned to NASNI or NARF,
- (b) provide warehouse storage of approximately 29,000 line items awaiting induction for depot-level overhaul at the NARF,
- (c) receive and warehouse stock to satisfy NARF production demands,
- (d) expedite acquisition of requisitioned materials for overhaul schedules from the Supply System,
- (e) serve as a distribution point and secondary stock point for designated aircraft change kits.
- (f) serve as a wholesale storage site for components under the "Closed Loop Aeronautical Management Program" (CLAMP),

- (g) maintain transaction item reporting to the Inventory Manager and the inventory integrity of the Master Stock Item Record (MSIR),
- (h) provide purchasing services,
- (i) operate a Naval Maintenance and Material Movement System (NMMMS) under the Naval Aviation Maintenance Program to support the fleet aviation components and the Intermediate Maintenance Activity (IMA).

This support is met by the cooperation of all the branches in the Supply Department. To develop a complete understanding of "who provides what," it would be beneficial to discuss the organizational structure and support responsibilities as they pertain to the wholesale support of the NARF.

The Supply Department at the NASNI has two types of organizational structures. Some units are organized along traditional supply functions such as procurement, receiving, storage, issue, packing, shipping, fueling, and food service. The workload in these functions is intermingled and is not readily identifiable to specific weapons or support programs.

Appendix A provides an organizational chart for the functional statement that follows [Ref. 10]:

1. Administrative/Planning Division (Code 19100)

- o Prepares Resources Management System (RMS) reports and provides Supply management and higher authorities with other operational performance statistics for evaluations and projections in support of NARF.
- o Prepares ADP specifications and operating procedures for Uniform Automated Data Processing System (UADPS) applications.
- o Develops, programs, and implements mini-computer applications for operational support and management control, and conducts economic analyses justifying equipment selection.

- o Exercises financial control of O&MN funds for materials and services used by the department and squadrons, assuring full-year availability of monies in four Naval Stock Fund accounts, OFC 10 and 50 accounts, and station tenants' reimbursable fund accounts.
- o and other administrative functions on an "as required" basis.

2. Inventory Division (Code 19300)

- o Conducts scheduled and unscheduled inventories to verify on hand stock records in accordance with established procedures.
- o Reconciles discrepancies between physical count and the Master Stock Item Record (MSIR).

3. Material Division (Code 19500)

a. Traffic Branch (Code 19510)

- o Administers use of personnel, facilities, and material handling equipment to perform material processing and handling functions.
- o Exercises overall responsibility for material receipt, inspection, transportation, storage, issue, packing, and off-station shipment.
- o Coordinates central receiving and the technical physical screen of repairable assets turned in at NAS North Island for depot-level repair in the Naval Air Rework Facility.
- o Directs receipt and delivery of incoming materials requisitioned in the Supply System for station customers and NARF.
- o Operates a wholesale bond room storage site under the Closed Loop Aeronautical Management Program (CLAMP), and supports depot-level maintenance programs by controlling the availability of VAST and HATS components.
- o Controls the assignment and maintenance of material handling component.
- o Manages and stores Aviation Consolidated Allowance List (AVCAL) items for fleet air commands in the Fleet Aviation Logistics Support Center (FALSC); inventories and replenishes mobile storage cabinets, stocking components and parts for

shipboard maintenance activities; and ships replenishments of all AVCAL items to deployed ships.

- o Removes line item documentation and forwards to the Receipt Processing Branch for record update and filing; rematches stow documents to materials destined for stock (RFI); checks MTIS receipts, separates RFI materials for preposting and routes post-posted non-RFI materials to Storage or to Screening and Identification.
- o Segregates and forwards RFI stock or DTO materials to Central Bins, Screening and Identification or Delivery.
- o Manufactures wooden shipping containers and blocking/bracing devices.
- b. Storage Branch (Code 19520)
 - o Manages storage facilities, equipment, supplies, and personnel for efficient receipt, storage, and issue of material stocks in warehouses.
 - o Administers the storage space utilization program and the associated internal reporting system.
 - o Maintains custodial control of stored materials.
 - o Utilizes remote terminal equipment on-line with the computer for stock location management, receipt recording to update inventory records and release backorders, and for automatic print-out of issue documents.
 - o Inspects materials received for storage to insure proper packaging and sufficient shelf-life.
 - o Screens prospective repairable materials for identity, condition, and system retention requirements.
 - o Provides facilities and support personnel for the Closed Loop Aeronautical Management Program (CLAMP) Branch.
 - o Operates a Special Projects Section for major rewarehousing projects and for administrative control and management of resources applied during the Night Shift.

- c. Property Branch (Code 19530)
 - o Coordinates and manages the acquisition, storage and distribution of surplus/excess government owned property received from all sources for COMNAVAIRPAC activities.
 - o Manages, stores and provides accounting controls for Plant Property Class 3, Industrial Plant Equipment (Plant Property Class 4), and other minor property for NAS North Island departments and tenants.
- d. Logistics Branch (Code 19550)
 - o Coordinates with the COMNAVAIRPAC Outfitting Office for the scheduling of AVCAL packages for CVA/CVS/CVAN carriers, LAMPS and VERTREP ships, and Marine Air Groups.
 - o Maintains the custodial control over the Ready Supply Store "F."
- e. Wholesale CLAMP Branch (Code 19560)
 - o Performs operations and storage for components under the Closed Loop Aeronautical Management Program (CLAMP).
 - o Controls the availability of Versatile Avionics Ship Test (VAST) and Helicopter Attack System (HATS) components for intermediate- and depot-level maintenance programs.
 - o Receives, verified, transships, stores, issues, and delivers components at NAS North Island.
 - o Executes serialized accounting for each CLAMP component which may be stored at NAS North Island; records receipts, issues, and condition changes; and maintains constant status visibility with the Aviation Supply Office (ASO) over Teletype, DRC computer, or direct TWX.
 - o Monitors CLAMP component repair scheduling through the NAVAIRREWORKFAC to meet projected Naval maintenance requirements.
 - o Expedites acquisition from all local, commercial, or Supply System sources of all E2B, F-14, VAST and HATS components which are short of maintenance requirements.

- o Accomplishes direct liaison with Aviation Supply Office CLAMP program personnel in matters relating to contractor responsiveness, system improvements, requirements determination and forecasting.

4. Supply Operations Division (Code 19600)

a. Customer Service Branch (Code 19610)

- o Processes requisitions received by telephone, mail, or message, by converting them into computer-acceptable inputs for demand/issue processing programs or initiating purchase or other supply actions.
- o Updates the Requisition History and Status Files and maintains proof-of-shipment records.
- o Receives and responds to telephone inquiries from on/off station customers regarding supply action status or material availability.

b. Receipt Processing Branch (Code 19620)

- o Provides administrative and technical receipt document controls, determines acceptability of materials and services for payment and entering onto the Supply Department's records.
- o Directs keypunching and input through the remote for transactions relating to DTO/MTIS/stock receipts.
- o Maintains files for contracts, requisitions, and correspondence.
- o Prepares and routes rejection notices, inspection reports, and invoices for government materials received/furnished to contractors.
- o Certifies and forwards contractors' invoices for payment.
- o Processes procurement and receipt documents for record take-up.
- o Follows up overdue scheduled materials receipts.
- o Furnishes information on unmatched abstracted vouchers and summarized invoices for the Comptroller Department.

- o Coordinates and submits selected receipt status information.
- c. Technical Branch (Code 19630)
 - o Conducts technical research for the management, procurement and inventory control of stocks, and to assist fleet, NAS North Island tenants and other commands in item identification and supply logistics.
 - o Maintains a technical library of catalogs, microfilm, microfiche, and a Technical Security Data file which are published by technical commands and other DOD agencies; keeps a reference file of part number and stock number change notice cards.
 - o Determines substitute/interchangeable and family group data for updating the MSIR and recommending supply logistical sources.
 - o Contacts DOPs and technical commands/agencies to identify and assign item identification numbers for new or modified items.
 - o Compiles a file of purchase descriptive pattern/data for procurement from commercial sources.
 - o Physically and technically identifies inadequately recorded items and assigns Navy Activity Codes and local stock numbers, when needed.
 - o Interrogates part numbered requests by preparing documents for a Defense Logistics Services Center (DLSC) screen.
 - o Verifies security classifications on Security Code Change Notice Cards and resolves discrepancies by letter to the appropriate authorities requesting verification.
 - o Maintains a technical research capability in the Aviation Support Division to assist in the expediting of AIMD and squadron requirements.
 - o Provides specifications for preservation, packaging, packing and marking of materials.
 - o Determines which items are no longer economically repairable and recommends proper disposal actions.

- o Reviews instructions, notices and bulletins pertaining to the Technical Services Function, provides technical expertise and conducts technical training sessions.
- d. Purchase Branch (Code 19640)
 - o Places orders for material and services under GSA/DSA, and other agency/activity contracts, and open market purchase utilizing small purchase procedures up to \$10,000 or amount specified in contract.
 - o Processes requisitions by use of centralized and decentralized Purchasing Agents.
 - o Solicits and evaluates price quotations.
 - o Makes follow-up inquiries on overdue quotes.
 - o Reviews all purchase invoice orders for proper certifications and procedures.
 - o Ensures contractor performance/compliance.
 - o Maintains a Vendor Catalog Library.
- e. NAVAIREWORK Support Branch (Code 19670)
 - o Provides logistic support to NAVAIREWORKFAC for NICRISP, CILOP, RMA, SDLM, 1R rework, and other rework programs.
 - o Gives logistic support to depot-level overhauls for aviation and SPCC-managed components in "E," "F," "G," and "M" conditions.
 - o Furnishes logistic support to the NAVAIREWORKFAC for long-term conversion programs.
 - o Maintains liaison with the NAVAIREWORKFAC and higher authorities and attends NAVAIR and ASO conferences, such as Hi-Burner, engine support and others.
 - o Reviews demand requests and takes expediting action relative to NAVAIREWORKFAC overhaul and repair schedule to avoid work stoppages.
 - o Furnishes technical support for the Naval Air Rework Facility.
 - o Maintains liaison with contractors in behalf of NAVAIREWORKFAC.

- o Determines asset requirements and monitors mechanized and manual transactions supporting depot-level maintenance, including engine spare parts, L2500 Engine assets, and "V" Purpose pool items.

f. Station Aircraft/Common System Support Branch
(Code 19680)

- o Furnishes logistic supply support for NAS North Island aircraft assigned to the Operations Department, the VC Squadrons, and the Naval Air Reserve Units.
- o Provides supply support for target drones and drone launch aircraft and for aviation components used in multiple applications.
- o Determines unsatisfied demands for materials required on station aircraft and expedites supply action on NMCS/PMCS situations.
- o Obtains technical assistance from various inventory managers and attends integrated Logistics Support Conferences.
- o Coordinates NAS North Island's Operational Support Inventory.
- o Conducts Transaction Item Reporting (TIR) on "R" Cog items, other than those coded with S-3A or helicopter SMICs.
- o Oversees supply support on special AMO-controlled materials, electronic counter-measure items, CLAMP wholesale requirements, aircraft engines, change kits, and Project Sharp materials.
- o Manages the NAS North Island Inventory of "9" Cog items and miscellaneous cogs, such as materials assigned to SPCC and the Naval Training Center.

g. Aviation Support Division (Code 19700)

- o Administers supply support to fleet air units under the Naval Aviation Maintenance Program (NAMP).
- o Manages Awaiting Parts (AWP) components in secured locations and expedites acquisition of needed pieces and parts for the IMA shops.
- o Manages 4,000 line items of Operational Support Inventory (OSI) fixed allowance materials, stored separately from main stocks.

- o Operates the Rotatable Pool and the Shop Replacement Asset (SRA) Pool, maintaining stocks at allowance levels.

Some of the above divisions/branches, by virtue of their functional responsibilities, are more directly associated with the wholesale support scheduled to be taken over by the merger with NSCSD. They also lend themselves to a better determination of manpower allocation and, therefore, deserve a much closer discussion.

1. Material - Receiving Function

The NAS receiving function is composed of the Receiving and Delivery Section in the Traffic Branch, Material Division; a Screening and Identification Section in the Storage Branch, Material Division and a Receipt Processing Branch in the Operations Division.

a. Receiving Section (Code 19511)

(1) Mission

- o Receives incoming truck deliveries and checks for shortages and damage, certifying freight bills for payment.
- o Initiates and substantiates claims against carriers for losses or damage of material incurred in transit, and accomplishes the corresponding government bills of lading.
- o Checks incoming contract, purchased, OSO, NSC, or MTIS receipts for line item identification and material count, certifying payments to contractors or correct summaries to shippers/customers' accounts.
- o Arranges for inspection of incoming material by the NAVAIREWORKFAC inspector, when required, and releases the inspected material for delivery.
- o Removes line item documentation and forwards to the Receipt Processing Branch for record update

and filing; rematches stow documents to materials destined for stock (RFI); checks MTIS receipts, separates RFI materials for preposting and routes post-posted non-RFI materials to Storage or to Screening and Identification.

- o Segregates and forwards RFI stock or DTO materials to Central Bins, Screening and Identification or Delivery, via the bin conveyor or forklift; identifies DTO receipts for Station activities (including MSP), pulls Proof of Receipt copies, and routes the material to Delivery.

(2) General Data

- o 20 of the 29 people assigned to the Receiving Section are providing wholesale support¹ [Ref. 11]. This was determined by comparing anticipated workload for a level II air station with the present wholesale/retail operation.

b. Purchased Material Section (Code 19621)

(1) Mission

- o Monitors the contract files on due-in receipts and maintains control and follow-up as necessary to assure prompt receipt.
- o Directs operations necessary for the physical receipt and proper disposition of all incoming material received.
- o Initiates action for preparation and distribution of rejection notices, inspection reports, discrepancies, and invoices covering receipts of government material to be furnished to contractors.
- o Coordinates and insures integrity of all internal actions pertaining to contract and purchase order processing.
- o Performs analyses on invalid receipt document inputs from the computer.

¹A complete determination has not been made on the exact billets to be transferred. In fact, the analysis to determine the actual number of billets which are dedicated to wholesale support has not been completed. These decisions are very sensitive, especially to the individuals concerned. All decisions on transfers will have to be approved by the respective unions.

- o Manually updates the receipt due file as modifications and cancellations occur, other than in mechanized format.
- o Reconciles warehouse discrepancies, misrouted receipts and material without documentation.
- o Processes the Delayed Receipt Listing by exceptions in process and stowed.
- o Processes documentation for completion of the Requisition Status File upon receipt of direct turnover material.
- o Analyzes and works contract items on the Delayed Receipt Listing.
- o Establishes Master Stock Item Record for items received for stock.
- o Performs analysis on invalid receipts and accomplishes all action on exception output from the computer. Maintains suspense files of these exceptions.
- o Processes receipts and inquiries from Station, fleet and satellite activities for purchased materials and/or services from local commercial sources and/or from other government departments.
- o Makes corrections where due documents are not compatible with existing MSIR when required.
- o Certifies dealers' bills and material inspection and acceptance reports.
- o Forwards accomplished inspection reports, covering material and services payable under the Navy Industrial Fund to the Comptroller Department.
- o Prepares summaries of accounting data on blanket purchase agreements and credit purchases.
- o Analyzes and works local purchase items on the Delayed Receipt Listing.
- o Receives, files, and maintains closed files for prescribed holding period.
- o Receives all incoming mail; sorts and distributes to appropriate work areas.

(2) General Data

- o Sixteen (16) people are assigned to the Purchase Material Section.

c. Disposition Section (Code 19622)

(1) Mission

- o Controls the disposition action of all OSO, DSA/GSA and MTIS material received for stock and direct turnover.
- o Performs disposition action for all material from OSO, DSA, and GSA received for stock. Edits all input and output to the computer.
- o Reconciles misrouted receipts and frustrated material.
- o Prepares shipping documents as required for automatic shipment or disposal of material based on cognizance, condition codes and special material identification codes (SMIC's).
- o Establishes Master Stock Item Records for all items received for stock.
- o Performs analysis on invalid receipt and accomplishes all action on exception output from the computer. Maintains suspense files of these exceptions until completion.
- o Manually updates the Receipt Due File as required to process receipts.
- o Processes all ZAF exception output as a result of attempt to complete the Requisition Status File based on receipt of material.
- o Analyzes and works items on the Delayed Receipt Listing.
- o Performs editing and applies proper coding to all MTIS material to determine and insure credit and take-up of material on the proper ledgers.
- o Prepare documentation for transshipment of material to contractor or DOPs for overhaul.

- o Processes direct induction documents from material on the receiving floor and updates all programs and applies credit for repairable carcasses turned in by non-Navy activities.
- o Processes RMA and custody receipts to update the stock records.
- o Processes Z98 Proof of Shipment to the Requisition Status File for all transshipment documents originated by the Branch.
- o Processes OSO, DSA/GSA, and MTIS discrepancies discovered in the warehouses.
- o Maintains government bills of lading files for incoming shipments.
- o Receives internal and advanced receipt notifications and controls the distribution of incoming receipt documentation.

(2) General Data

- o Twelve (12) people are assigned to the Disposition Center.

d. Service Section (Code 19623)

(1) Mission

- o Investigates and researches transaction item records (TIRs) to clear unmatched transfers from Other Supply Officers (OSOs) and unmatched Public Vouchers (PVs) received from the Comptroller as being unmatched over four months old.
- o Corrects stock transactions suspended in financial validation when the exceptions are generated by other than accounting discrepancies.
- o Prepares inquiries to the summarizing/abstracting activities requesting shipping information or credits. Upon receipt of replies to the inquiries, determines the course of action required to clear unmatched documents.
- o Investigates errors encountered in the course of clearing unmatched documents. Investigates reasons creating unmatched conditions; notifies responsible area to preclude further occurrences.

- o Researches inventory records to determine if inventory gains were processed for items received but not posted to the stock records. Initiates action to cancel the inventory gains and processes the receipt to clear unmatched documents.
- o Investigates and determines problems creating exceptions, forwards the findings to the Comptroller for processing the corrections to applicable programs to clear the unmatched documents.
- o Performs keypunch/remote operations required in receipt processing functions.
- o Files and maintains closed files for prescribed holding period.
- o Clears documentation to be used in processing DSA/GSA billings and coordinates action on unmatched financial documents.
- o Processes overage Naval Stock Fund (NSF) obligations.
- o Processes Material-in-Transit (MIT) documents received from NIF accounting area of Comptroller Department.

(2) General Data

- o Eight (8) people are assigned to the Service Section.

2. Material Support - Storage

Prior to the discussion of the storage function, it would be advantageous at this point to discuss the storage facilities. The NAS Supply Department storage facilities are located in four general complexes: (1) Quay Wall Storage, (2) Flammable Storage, (3) Spanish Bight, and (4) West Beach. The Office/Receiving area and the flammable storage area are in close proximity. Appendix B shows the location of the complexes on NASNI and provides some data on each storage building. Exhibit (2) gives data on storage space used in support of wholesale operations.

STORAGE SPACE INFORMATION IN SUPPORT
OF WHOLESALE OPERATIONS

1. 1,590,000 GSF covered supply facilities and 1,069,000 GSF open supply facilities are utilized in support of wholesale material operations.

2. 9,744,000 total cu. ft. of covered facilities for wholesale are utilized as indicated below:

| | |
|-----------------------|-----------|
| (a) TCF in Bins | 808,000 |
| (b) TCF in Racks | 2,081,000 |
| (c) TCF in Bulk Areas | 6,855,000 |

3,784,000 TCF of open supply facilities are utilized for wholesale operations.

3. Average clear stacking height for covered supply facilities supporting wholesale are as follows:

| | |
|---------------------------------------|-------|
| (a) General Purpose (441-10) | 16.8' |
| (b) Flammables and Hazardous (441-30) | 12' |
| (c) Special Operations (441-70's) | 8' |
| (d) Shed (441-35) | 20' |

4. Average net stacking height for covered supply facilities supporting wholesale are as follows:

| | |
|---------------------------------------|-------|
| (a) General Purpose (441-10) | 13.5' |
| (b) Flammables and Hazardous (441-30) | 10' |
| (c) Special Operations (441-70's) | 8' |
| (d) Shed | 15' |

5. Attainable cu. ft. (w/o rewarehousing/new equipment) for wholesale operations are 7,872,000. However, 4,960,000 ACF require replacement; of which 4,661,000 are substandard and scheduled to be demolished.

Exhibit (2)

a. RFI Material Section (Code 19521)

(1) Mission

- o Receives, stores and issues RFI bin stock in the automated Central Bins facility.
- o Receives, stores and issues RFI bulk stock in a bulk storage warehouse complex.
- o Receives, stores and issues special handling RFI stocks, such as flammable and hazardous materials, in restricted storage areas.
- o Receives, stores and issues RFI and non-RFI engines and engine containers and over-sized items in dedicated outside storage areas.
- o Maintains proper storage and care of material, including the preservation of the shelf-life condition.
- o Provides special storage for flight clothing and other classified or pilferable stock for all fleet units.

(2) General Data

- o Fifty-three (53) people are assigned and divided as per notation on organizational chart in Appendix A.
- o RFI materials are situated in the specific buildings of each storage unit on the basis of nature, handling requirements, and National Stock Number group and class. (See Appendix B.)

b. Repairable Material Section (Code 19522)

(1) Mission

- o Receives, stores and issues non-RFI materials held for the Naval Air Rework Facility at NAS North Island for scheduled overhaul.
- o Receives, stores and issues "G" material components and pieces and parts to complete them.
- o Receives back off the NAVAIREWORKFAC overhaul schedule RFI materials and initiates take-up on the stock records.

- o Screens salvaged, excess, exchanged, and F/J Material Turned into Stores (MTIS) items for proper identification, stock number, and condition.
- o Determines the correct Designated Overhaul Point (DOP) and initiates action to move material to the proper DOP when other than North Island.

(2) General Data

- o Forty-three (43) people are assigned and divided as per notation on the organizational chart, Appendix A.
- o Non-RFI materials are situated in the specific buildings of each storage unit on the basis of nature, handling requirements, and National Stock Number group and class.

c. Special Projects Section (Code 19523)

(1) Mission

- o Accomplishes warehousing projects and special moves; assists in reducing backlog when unexpected peaks of receipts and issues occur.
- o Processes high priority issues at night.
- o Performs assigned office, receiving, and warehousing functions as necessary to compress storage operation time frames.

(2) General Data

- o Thirteen (13) people are assigned.
- o Performs all required material processing functions assigned at night.

A conveyor system is installed between Bay 1, Bldg 652 (Receiving) and Bays 4 and 5, Bldg 652 (Storage). Tote trays carrying material are optically switched to the correct area for storage. A locally developed DOD engineering labor performance standard estimates a bin pick rate of 22.4 per hour

and a bulk pick rate of 9.9 per hour. Appendix C discusses the issuing procedure.

Of the total 117 people assigned to the Storage Branch and the Wholesale CLAMP Branch, 83 have been determined to provide wholesale support as a result of a comparison made of the anticipated workload from a level II Air Station [Ref. 11].

3. Material - Packing (Code 19513)

The Packing Section is manned by 44 people of which 38 are estimated to be in support of the wholesale function. Appendix D lists the services provided to its customers and a workload breakdown. The Packing Section is separated into three functional units:

a. Parcel Post and Mill Shop Unit (Code 19513-1)

(1) Mission

- o manufacture standard and custom boxes, crates, containers, skids, storage aids, and other wood constructed products.
- o induction - receives, sorts, and routes material to proper packing sections and shipping modes, i.e.: Parcel Post, Federal Express, UPS.
- o insure proper marking of containers, i.e.: correct address, special handling, hazardous materials.

(2) General Data

- o Nineteen (19) people assigned.

b. Off-line and On-line Packing Unit (Code 19513-2)

(1) Mission

- o consolidating, packing, crating, skidding, blocking, bracing, and labeling of material which exceeds weight and dimension limitations of Parcel Post shipments.

- o special shipping packaging, i.e.: explosive material, irregular shape, modular packaging.

(2) General Data

- o Sixteen (16) people assigned.

c. Freight Dispatch Unit (Code 19513-3)

(1) Mission

- o loading and labeling material for shipment via commercial/government carrier.
- o performs blocking and bracing of loads on commercial carriers.
- o plans loading configuration.

(2) General Data

- o Nine (9) people assigned.

A 1976 study revealed:

| | MANHOURS WORKED | PACKAGES | NO. LINE ITEMS |
|---------------|--------------------|----------|----------------|
| 32-day sample | 11,712 | 18,586 | 20,256 |

Some packing and preservation services are provided by the NARF on a mission funded basis.

4. Material - Transportation

Transportation consists of both shipping and local deliveries. A complete analysis of the shipping and local delivery function is impossible to any great degree because NAS does not maintain any type of historical data file containing information on type of material, number, weight, and cube; however, Appendix E does contain some estimates [Ref. 15].

a. Shipping Section (Code 19152)

(1) Mission

- o select the mode of shipment that provides the fastest transit time consistent with considerations for priority, weight, consignee, special handling requirements, etc.
- o prepare all documentation consistent with that mode of shipment.
- o obtains air and water export releases and route orders to clear priority freight expenditures, and challenges questionable shipments by message.
- o prepares bills of lading with enough continuation sheets to itemize all line item documents, and furnishes air bills when applicable.
- o prepares Transportation Control Movement Documents (TCMDs) on DD Form 1384 and Quicktrans TCMDs on the original 1348-1 documents.
- o follow-up inquiries by phone or message and prepares replies by speedletter or message when necessary.
- o processes MILSTEP cards to monitor shipments and furnishes traffic information to fleet commands or other activities.
- o controls input to the remote which accomplishes automatic feedback to complete the Requisition Status File and the Requisition History File, and OCR types shipment status messages.
- o books and maintains control of shipment pick-ups by commercial carriers and government conveyance, including air lines.
- o conducts shipment planning at the induction point in the building, determining by size and weight whether to ship United Parcel Service, Federal Express, or Air Parcel Post, and those items are expedited by Parcel Post Packing for shipment. Dispatches remaining items for packing for motor freight, rail, water cargo, or Quicktrans.

(2) General Data

- o Fifteen (15) people are assigned, 12 of which are in support of the wholesale function.

- o NAS's present staging area for material awaiting shipment pickup is approximately 50 x 100 feet, located in Bay 4 of Bldg 651.
 - o small items (parcel post criteria) after packing, continue on down an optically controlled conveyor to a holding bin where USPS, UPS, and Federal Express drivers automatically pick them up several times during the day.
 - o larger material is forklifted straight to the staging area after packing, if packing is required, to await incoming carriers.
 - o QUICKTRANS material is forklifted directly onto staged flatbed trailers that are picked up several times a day and driven to the QUICKTRANS terminal. (See Chapter V for vehicle schedules.)
- b. Delivery Section (Code 19514)

The local delivery service is set up with one main objective in mind and that is "customer service." Chapter V provides a discussion of data on vehicle allocation/dedication as well as schedule deliveries.

(1) Mission

- o transport by truck or mule trail stock receipts or customer requisitioned materials between Delivery Storage, QUICKTRANS, Packing, NARF, and other station activities.
- o sort and dispatch materials received on the Bldg 652 conveyor, by forklift from Receiving, and by truck and forklift from Storage or Station activities.

(2) General Data

- o Nineteen (19) people are assigned.
- o with QUICKTRANS facilities located on the base, NAS is occasionally (twice per week) called on to transship material.
- o movement of NRFI material to disposal averages about 30 semi-trailer loads per month.

- o an estimated 276,528 line items were delivered to the NARF from March 1977 until March 1978 or approximately 43% of all deliveries.
- o an estimated 269,193 line items (57%) were delivered elsewhere.

5. Procurement

The Purchase Branch at NASNI is considered a small purchase shop, which means that purchase authority is limited to purchases up to \$10,000. Purchases of greater dollar value are forwarded to NSCSD for purchases up to \$100,000 and to the NRPO Long Beach for purchases greater than \$100,000. (See Appendix F)

The Purchase Branch is divided into three sections:

a. Buying Section (Code 19641)

(1) Mission

- o reviews all purchase requests and determines the appropriate method of purchase.
- o places orders for material and services under GSA/DSA, and other agency/activity contracts, and open market purchase utilizing small purchases up to \$10,000 or amount specified in contract. (See Appendix G)
- o solicits sources of supply and obtains telephone, TWX, and written quotations.
- o evaluate quotations received and make determination of awards.
- o place orders with commercial dealers and manufacturers throughout the United States and Canada.
- o effect purchases via the Imprest Fund, Blanket Purchase Agreements (BPA), firm fixed priced Purchase Orders, and Unpriced Purchase Orders.
- o review orders placed by BPA callers outside the Purchase Branch.
- o determines legality of purchase.

- o maintains individual log books of purchases.
- o makes follow-up inquiries on overdue quotes.
- o ensure quotes from eligible contractor.

(2) General Data

- o Nineteen (19) people are assigned of which 13 are considered to be providing procurement in support of the wholesale function.
- o an analysis of document flow and NAS/NSC interface is included in Appendix F.
- o 60% of all procurement requests are submitted by the NARF. (See Appendix F)

b. Contract Compliance Section (Code 19642)

(1) Mission

- o Administers matters arising under orders placed by the General Buying Unit, the Decentralized Buying and Contracts Unit, and other purchasing organizations if initiated by the Purchase Branch.
- o Monitors contract files on due-in receipts and maintains control and follow-up as necessary to assure prompt receipt.
- o Maintains tickler file of letters for all continuing service contracts to ensure timely renewal.
- o Administers the Imprest Fund.
- o Maintains file of unpriced purchase orders awaiting invoices.
- o Processes annual, individual purchase requests and Military Interdepartmental Purchase Requests for submission to Navy purchasing offices and various Department of Defense procurement activities for approval and procurement. Performs liaison functions, as required, from time of submission through contract award, up to and including final delivery and payment under the Requiring Activity Contract Administrator concept.

- o Maintains inactive procurement files including close-out.
- o Publishes a delinquent vendor report.

(2) General Data

- o Four (4) people are assigned, three of which are considered to be providing contract compliance verification in support of the wholesale function.

c. Purchase Services Section (Code 19643)

(1) Mission

- o Receives all purchase request documents for the Purchase Branch.
- o Screens all documents for proper nomenclature, priority and delivery date.
- o Distributes documents to proper units for accomplishment of procurement action and prepares control cards for each requirement.
- o Verifies all purchase orders prior to typing and subsequent signing by the contracting officer.
- o Types all purchase documents, such as purchase, Imprest Fund, and contract orders; Blanket Purchase Agreement calls, and maintains required records and files of all purchase transactions including full distribution.
- o Types correspondence for Contracting Officer, Supply Officer, or Commanding Officer signature.
- o Transmits documents such as orders, follow-ups, and quotations over the Teletypewriter Exchange Service (TWX) machines.
- o Receives and distributes incoming branch correspondence; prepares correspondence for government mailing.
- o Prepares and forwards all Purchase Branch computer inputs required under UADPS-SP.
- o Maintains Vendor Catalog Library.
- o Audits all office documents for compliance with applicable directives prior to release; reports findings to the Purchase Branch Officer.

- o Orders all supplies and equipment required for the Purchase Branch; maintains budget records by category and inventories office supplies stocked.
- o Prepares monthly and semiannual purchase statistics reports to NAVSUP.
- o Prepares input/production report summaries for the Purchase Branch.

(2) General Data

- o Six (6) people are assigned, five of which are considered to be providing procurement service in support of the wholesale function.

6. NAVAIREWORKFAC Support Branch (Code 19670)

The NARF Support Branch is part of an organizational structure established to fill a void created by the "traditional" supply organizational structure. The intent of the structure is to provide support to individual programs. In addition to the NARF Support Branch, three additional branches (S-3A Systems Support Branch, Helicopter System Support Branch, and Station Aircraft/Common Systems Support Branch) were formed to accomplish the support. Appendix H provides a brief description of the various weapons support programs managed by NAS.

However, in many cases, it is impossible to determine the total amount of wholesale support provided since records are not maintained for those programs which require support on an "as required basis."

The NARF Support Branch is divided into three support sections:

a. RMA/SDLM/Rework Section (Code 19671)

(1) Mission

- o Provides logistical support to NAVAIREWORKFAC for RMA and other rework programs.
- o Initiates and edits demand requests and takes expediting action relative to RMA, SDLM, and other rework program requirements; monitors and provides status to end-use customers.
- o Provides technical support for assigned rework program responsibilities.
- o Determines asset requirements and monitors mechanized transactions supporting depot level maintenance, including engine spare parts, L2500 engine assets, and "V" purpose pool items.

(2) General Data

- o Eight (8) people are assigned and are providing wholesale support.
- o Fifty-three (53) line items are carried in support of the FIRM program for LM2500 engine overhauls.
- o CLAMP support is divided into both wholesale and retail function with wholesale support being provided to the NARF.
- o NAS manages 1,058 items for wholesale CLAMP program.

b. NICRISP Section (Code 19672)

(1) Mission

- o Provides logistical support for the NAVAIREWORKFAC NICRISP Program.
- o Gives logistical support to depot level overhauls of aviation components in "E," "F," "G," and "M" conditions.
- o Monitors demand requests and takes expediting action relative to the items on NICRISP schedules which cause work stoppages.
- o Provides technical support for assigned repair programs.

- o Initiates, monitors, and expedites 1R cog rework to satisfy end-use customer requirements.

(2) General Data

- o Eight (8) people are assigned and considered providing wholesale support.
- o 3769 G condition repairables were received for storage (FY77).
- o 2646 G condition repairables were reinducted into the NARF.
- o 1450 HIBURNER overdue assets were tracked.

c. Aircraft Overhaul Support Section (Code 19673)

(1) Mission

- o Provides logistical support to NAVAIREWORKFAC for CILOP and other aircraft overhaul or conversion programs.
- o Gives logistical support to the NAVAIREWORKFAC for long-term conversion programs.
- o Initiates and edits requisitions and expedites supply action locally and in the supply system for program requirements.
- o Provides technical support for conversion programs.
- o Determines asset requirements and monitors mechanized and manual transactions supporting Naval Air Rework Facility conversion programs.

(2) General Data

- o Four (4) people assigned and considered to be providing wholesale support.

As stated earlier, the other three program support organizations provide wholesale as well as retail support. Since exact accounting for wholesale support is unknown, the following is an estimate of the manpower expended in support of the wholesale function:

| | <u>Total Personnel</u> | <u>Wholesale Support Personnel</u> |
|--------------------------|----------------------------|--|
| | <u>Civ/Mil</u> | <u>Civ/Mil</u> |
| S-3A System Sup. Br. | 8/4 | 3/2 |
| Helicopter Sys. Sup. Br. | 9/4 | 3/2 |
| Station A/C/Common Sys. | 22/1 | 7/1 |

B. OTHER ACTIVITIES

In addition to the Supply Department on the NAS, wholesale support is also provided by:

1. Data Processing Service Center, Pacific Fleet

a. Mission

- o Coordinate ADP services to achieve maximum responsive service and economies through integrated operations, centralized management, standardized support systems and optimized hardware.
- o Provide systems analysis and programming services.
- o Provide computer processing and data transcription services.

b. General Data

- o A total of 308 people are assigned to DPSCPAC.
- o The NARF submits approximately 21,200 line items per month for entry.
- o DPSCPAC maintains the Master Stock Item Record (MSIR) which includes the processing of all receipts, issues, and transfers.
- o Records from the NARF are batch processed. (Appendix G diagrams requisitionary channels.)
- o MSIR processing provides replenishment action notification and aggressive follow-up action toward a "never out" stock condition.

- o Remote terminals are available at numerous locations; some with full input/processing capability and others with inquiry capability only. (NARF's terminal is limited to inquiries.)
- o Breakdown of computer hours for DPSCPAC users:

| <u>User</u> | <u>Hours</u> | <u>Percent</u> |
|--------------|--------------|----------------|
| NARF | 2,150 | 49 |
| SUPPLY | 938 | 21 |
| COMPTROLLER | 367 | 8 |
| OTHER | <u>945</u> | <u>22</u> |
| MONTHLY AVG. | 4,400 | 100 |

- o In FY78, NAVAIREWORKFAC represented about 44% of the total supply workload of ADP services.

2. Comptroller/Accounting Department

a. Mission

- o Provides advice and assistance to the Commanding Officer and other station managers in the planning for and use of resources in support of the station's mission and tasks.
- o Provide technical guidance and advice in budget formulation, review, and execution.
- o Provide an integrated financial management program which will provide top management with factual and analytical data essential to effective management.
- o Compares program performance with provided funding.
- o Provides accounting services and maintains program of internal review for station financial systems.
- o Administers the Manpower Ceiling Control Program.
- o Provide payroll and funding accounting for travel orders.

b. General Data

- o 101 people assigned plus one military.

- o Approximately 55% of total workload and many years are identified as applicable to wholesale support.
- o The accounting department keeps track of various approximations by processing expenditures, receipts, and transfers.

IV. NAVAL AIR REWORK FACILITY, NORTH ISLAND

The NAVAIREWORKFAC, NORTH ISLAND (NARFNI) was established by the Naval Air Systems Command to provide an in-house repair, conversion, and overhaul capability for aircraft and related systems. Systems, components, and equipment to be repaired are designated by various programs and commands. The NARF's are managed by the Naval Air Logistics Center, Pautuxent, Maryland.

Although NARF facilities are located throughout the station, for the most part, they are centrally located in the northern tip of the base. Appendix I shows the relative position of the major NARF complex, storage areas, and runway service locations as well as a list of the buildings, container units, portable shelters, storage tanks, and structures. NARFNI covers approximately 8,465,420 square feet of which 2,599,406 square feet are covered and 5,866,014 square feet are open. Personnel ceiling for FY79 is 5907 and for FY80 is 5401.

The NARFNI is one of the largest of the Navy industrial activities in the continental U.S. It accounts for approximately 30% of all repair, conversion, and overhaul of aircraft and components accomplished in-house by the Navy.

The NARF was established and capitalized with Navy Industrial Funds (NIF). NIF funds were also used to establish a NIF retail store of repair parts and supplies. The NIF retail store operates on the NIMMS program processed by NARDAC. Work that is accomplished is charged to the activities with

funding responsibility for the items, thus reimbursing the NIF account. The NARF is organized so that it will never experience a profit or loss from operations.

To the maximum extent possible, the NARF attempts to follow planned production schedules. This is not always possible since some of the programs requirements are not constant. Required quantities are changed weekly/monthly by the item manager or program coordinator/sponsor to meet fleet demands.

The "S" series modification and overhaul to the F-4 aircraft and related system is currently the largest program being conducted at the NARF. The aircraft from the fleet are scheduled for repair a year in advance by serial number. There are, however, times when NAVAIRPAC substitute aircraft they feel have a greater need for overhaul or repair.

In addition to the Fleet Intensified Repairable Management (FIRM) program and the Closed Loop Aeronautical Management Program (CLAMP) other programs conducted by the NARF are listed and briefly described in Appendix H. Many of the programs operate under the Not Ready for Issue (NRFI) and Ready for Issue (RFI) criteria.

NRFI/RFI criteria call for the inspection of all material upon receipt. RFI material is repacked and preserved if required and sent to storage. NRFI material is either sent for immediate repair or it is preserved and repacked for storage until such time as demand or workforce availability allow for its repair.

To support the various NARF programs and the RFI/NRFI criteria, the NARF provides 18 people to various functions of the NAS Supply Department. The people are assigned to the following functional support areas:

| | |
|----------|---|
| 2 | Inventory Division, Audit Branch |
| 3 | NARF Support Branch |
| 1 | Purchase Branch, Buying Section |
| 2 | Storage Branch, Project DRAP |
| 2 | Storage Branch, Repairable Material Section |
| 2 | Receiving Section, Screening and Identification |
| <u>6</u> | Receiving Section, Packing and Preservation |
| 18 | Total |

Material received is reviewed to see if it is marked RFI or NRFI. RFI material is processed for storage. Material that is received in a NRFI condition or questionable condition is sent to a screening, identification, and classification section.

During the inspection, any material determined to be in a RFI condition is preserved and repacked for storage. Material determined to be in a NRFI condition will either be routed to NARF for immediate induction or preserved and packed for storage in NRFI storage at West Beach. Material is then drawn from NRFI warehouse on an "as required basis" for the NARF.

Items which are identified as "beyond economical repair" are forwarded to the disposal section.

Documentation is then generated to update the MSIR and MRIL, respectively.

A. NARF REQUISITION CHANNEL

Once the system or components are delivered to the NARF, the unit is broken down to determine what parts and materials are required to repair or overhaul the unit. In many cases, the same parts are required to repair like components, but that is not always the case.

The requisition channel is initiated by the SHOP MECHANIC.
(See Appendix G)

SHOP MECHANIC - identifies the part(s) and material required.

Submits "buy sheet," either single or multiple item form, which includes part number, stock number, or other available information to the Material Division branch.

MATERIAL DIVISION - is located at various locations throughout the NARF. Requirements are screened by material planners and estimates to determine how best to be satisfied. The requirement will be satisfied by either open purchase, local manufacture, or by standard stock item.

If the material is a standard stock item, a requisition is prepared on an OCR Form (1348 for walk throughs). If the material is carried at the NIF store and is in stock (which is true about 40% of the time), the document is forwarded to the store for issue out of the Naval Maintenance and Material Management System (NIMMS) inventory. The NARF in-house delivery service delivers four times a day from NARF NIF storage.

If the material is NIS/NC (not in stock/not carried) at the retail store, the OCR documents are forwarded to NAS

Supply where they are scanned by NARDAC and put on disc file. A messenger makes a round six times a day to the six Material Divisions and delivers OCR records to NAS customer service. NAS delivery will be discussed in Chapter V.

If the material requires open purchase, a DD 1153 is prepared and delivered by the messenger's run to NAS procurement. As was discussed earlier, all action over \$10,000 but less than \$100,000 will be passed to NSCSD, and actions over \$100,000 will be forwarded to NRPO, Long Beach.

If the requirement is to be manufactured by the NARF, documentation is prepared and submitted to production planning, where scheduling and manufacture is accomplished.

RETAIL STORE (NIMMS) Inventory - is maintained in various storage locations throughout the NARF. The store's inventory is maintained on a 60-day demand level. The NIMMS program is run at NARDAC on a daily basis to post issues and receipts and to determine stock replenishment items. If replenishment is required, a DD-1348M is automatically generated and forwarded to NAS Supply.

NARF EXPEDITER - NARF provides a program manager to monitor high priority, high interest requisitions.

"WALK THROUGH" PROCEDURES - Any requirement which the NARF feels is urgent enough to be satisfied immediately will be filled using "walk through" procedures. The shop mechanic will forward a request for parts to production

control where it is reviewed and forwarded to one of six procurement branches. A material planner there will decide if the request is urgent enough to require a "walk through." If it is, then the planner/estimator will have resource center personnel stock check the item (check inventory listing to see if material is in stock). If the item is NIS or NC at the NIF retail store, but carried and in stock at NAS, then a DD 1348M will be prepared. A NARF truck driver will deliver the 1348M to NAS Customer Service. Customer Service will then prepare a DD 1348-1 bearer document for the NARF driver to deliver to the issuing warehouse. At the warehouse the material is picked and issued to the NARF truck driver, who then delivers it to the requesting shop. The NARF identifies "walk through" documents by putting a "W" in the third position of the document and serial number.

Parts and materials required to be provided from outside the NIF Retail Store will be processed and delivered through the NAS delivery service.

Transportation and shipping arrangements for completed systems and components are made through the traffic branch of the NAS.

The requirement that the transfer of the wholesale support function will in no way deteriorate the current level of service being provided to the NARF implies that there should be no requirement to change the current operating procedures within the NARF.

V. LOCAL DELIVERY SERVICE

As discussed earlier, the Traffic Branch of the NASNI Supply Department is responsible for:

- (1) receipt and inspection of all incoming material to NAS;
- (2) providing a local delivery service to deliver incoming material and NAS issues to NSCSD, NARF, and other NAS tenants;
- (3) packing and preparing material for storage or shipment; and
- (4) arranging for shipment of the material via commercial or other appropriate means.

After the transfer of the wholesale function to the NSCSD is enacted, the quantity of incoming material to and issues by the NASNI supply department are expected to be reduced. There will also be a reduction in the size and depth of the current inventory level. NAS will only stock material in support of the retail function; items which are common to both wholesale and retail customers will be carried by NSCSD.

Currently, the Public Works Center is providing the Traffic Branch with the following equipment to meet its demand for local delivery:

- (a) Six (6) forklifts - which are used in various locations,
- (b) Nine (9) five-ton tractor trucks,
- (c) Three (3) five-ton trucks (low-boys),
- (d) Sixteen (16) flat-bed trailers,
- (e) One (1) mule (tow tractor),

- (f) Three (3) tow trailers (for mule),
- (g) One (1) 2-1/2 ton van,
- (h) Two (2) 1/2 ton pickups.

Service is adversely affected when too many vehicles are out-of-service for repair. Recently the delivery section has been experiencing approximately a 25% equipment out-of-service rate. The Public Works Center is responsible for upkeep and maintenance of the equipment. Replacement vehicles normally are not available to fill the gap.

A. LOCAL DELIVERY PROCEDURES

The local delivery service has been organized on a customer service concept. For example, the working hours for the personnel in the delivery section have been structured to closely align with those of their customers. Delivery services begin at 0645 and secure at 1700.

Only two of the vehicles are actually scheduled on a daily basis for specific runs.

1. The 2-1/2-ton van - is designated as the mail vehicle. It picks up and delivers all classified, registered, and certified materials, as well as the parcel post. Its schedule is:

| <u>Time</u> | <u>Bldg.</u> | <u>Activity</u> |
|-------------|---------------------------|--|
| 0715 | Post Office (Bldg 124) | load parcel post mail |
| 0830 | Bldg 35/652-2 | deliver parcel post |
| 0900 | Bldg 661 | pickup pilferable material for local delivery and packing |

| | | |
|-----------|---------------|---|
| 0915 | Post Office | pickup certified, registered, and insured mail |
| 0930 | Bldg 35/651-1 | off-load mail |
| 1000 | Bldg 652-2 | load pilferable material for squadrons |
| 1030 | Various | deliver material to squadrons |
| 1045 | Bldg 651-1 | pickup parcel post, certified registered, and insured mail; deliver to Post Office. |
| 1200 | Bldg 651-1 | return registered mail book |
| 1215 | Bldg 652-2 | pickup material for delivery |
| 1230-1340 | various | delivers to squadrons |
| 1400 | Bldg 652-2 | pickup mail/parcel post for Post Office. |
| 1430 | Bldg 651-1 | pickup registered, certified, and insured mail |
| 1450 | Bldg 35 | first class mail |
| 1500 | Post Office | drop all mail |
| 1520 | Bldg 651-1 | return registered mail book |
| 1530 | Secure | |

2. A five-ton tractor and drop trailer is used to provide delivery service to the NARF. A drop trailer is loaded while it is parked alongside the loading dock at building 652. As one trailer is being delivered, another trailer is at dockside being loaded. A forklift is towed along with the trailer to assist in unloading. Material is delivered four times daily (0645, 0845, 1115, and 1315) to various locations at the NARF (see Appendix J), depending on material to be delivered. There are currently 55 different delivery points at the NARF, twelve

of which are delivered to most consistently. Each run normally takes between 1-1/4 to 1-1/2 hours.

Historical data is not maintained on the weight or cube of material received or delivered. Material received at NAS for direct turnover to the NARF (No deliveries are currently made by NSCSD to the NARF.) or issued from NAS stock takes approximately 1.5 days from the inception of the material requisition at the NARF until receipt. When demand dictates, additional deliveries or pickups are made. It is hoped that pickups will be planned to provide as much notice as possible to the transportation manager. Some of the factors that impact on special deliveries or pickups are: staging areas that are consumed by high cube material, truck availability, etc.

In addition to the scheduled daily deliveries above, there are several scheduled pickups and deliveries:

| <u>Time</u> | <u>Bldg</u> | <u>Activity</u> |
|-------------|--------------|---|
| 0645 | C-138 | drop 1 trailer for issue pickup |
| | C-59 | 5-ton to NARF customer service |
| | B-36 | 5-ton to pickup |
| | outside area | 1 drop trailer to bulk loading |
| | C-3 | 1 drop trailer to Quick trans terminal |
| 0715 | C-3 | 1 drop trailer to Quick trans terminal |
| | various | 1 drop trailer to Spanish Bight or West Beach |

The Traffic Division uses the drop trailer technique wherever possible. For example, seven trailers are positioned at

various locations at the Spanish Bight complex. They are loaded with issues and several times during the day the trailers are delivered to the local delivery station in building 652. After the trailer is unloaded, it is reloaded with material to be stored at Spanish Bight. A five-ton tractor is dedicated to making the round-robin trips. All trailers are emptied after 1400 each day and returned to Spanish Bight.

Several runs daily are made between receiving, NRFI storage at West Beach, and the NARF. In addition, estimated 30 semi-trailer loads of material are transported from NRFI storage to disposal monthly. Trailers are also positioned at building 652 for local deliveries throughout the base.

The five-ton low-boys are used to carry the heavier loads, i.e., helicopter blades, jet engines, etc.

The pickups are used mainly as administrative vehicles; however, they are used to deliver material if the situation demands.

Basically, there is not a tight time schedule and customers are apparently pleased with the service. Issue group one requisitions are processed first and thus the material is received faster into the delivery function. Most of the issue group one requisitions are presented on bearer-walk-through by a customer representative

There are approximately 217 delivery points on the NAS, which satisfies the demands for 27 commands. Due to the

complexity of material requested by some commands, many customers are forced to maintain several delivery points. Each command is serviced at least three times a week. Some commands do not receive much material and therefore deliveries are made only when required. Other commands receive so much material that deliveries are required twice daily.

No deliveries are made after 1400 to any NAS customer. The drivers are busy making Quicktrans, packer, and shipper runs from Spanish Bight, West Beach, and building 36 picking up material only.

There are not any records kept to analyze the amount or cube of material that is moved from one location to another. (See Appendices E and K)

B. OFF STATION SERVICE

On the average, NAS also runs two 40-foot flatbed trailers (low-boys) per week from NAS to NSC for issues, and approximately ten flatbeds per month from the 32nd Street Naval Station for transport of built-up LAMPS pickup material. Additional trips are made on an "as required basis." Runs are also made to NAS Miramar but on a very infrequent basis.

VI. CURRENT MERGER PLANS

The merger of the Wholesale Aviation Physical Distribution/Support functions into the NSCSD organization is scheduled for 1 October 1980. Current plans call for NSC to take over control of the Spanish Bight complex. Exhibit (3) shows the planned layout of the complex. The division of wholesale and retail stock will be made using the stock asset transfer programs developed by the Fleet Material Support Office (FMSO). Stock will be segregated prior to merger date and there will be no commingling of stock in the same location. Wholesale aviation material currently physically positioned at NAS will be initially retained on North Island based on the highest customer demand. Appendix L shows the duplicate material records between NAS and NSC.

Improved storage aids should provide increased efficiency of storage facilities and personnel by increasing stacking abilities. All installations will be constructed to ensure efficient modification to accommodate the NISTARS system in the future [Ref. 12].

The retail function will remain the responsibility of the NASNI Supply Department and will be conducted from the Quay Wall complex (Buildings 651 and 652) and the Flammable Storage complex. [See Exhibit (4)] The Flammable Storage complex will remain unchanged. The West Beach complex will be demolished and a helo pad and aircraft parking facility will be constructed in their place.

PROJECTED PLAN OF SPANISH BIGHT

BLDG

| | |
|-----|-----------------------------|
| 656 | NON RFI/MOBILITY SYSTEMS |
| 657 | NON RFI |
| 658 | STORAGE |
| 659 | STORAGE/CENTRAL ADP |
| 660 | RFI/RECEIVING/SCREENING |
| 661 | CLAMP/FAST MOVERS/LIGHT PKG |
| 662 | HEAVY PKG/SHIPPING/RFI |

PROJECTED PLAN OF SPANISH BIGHT

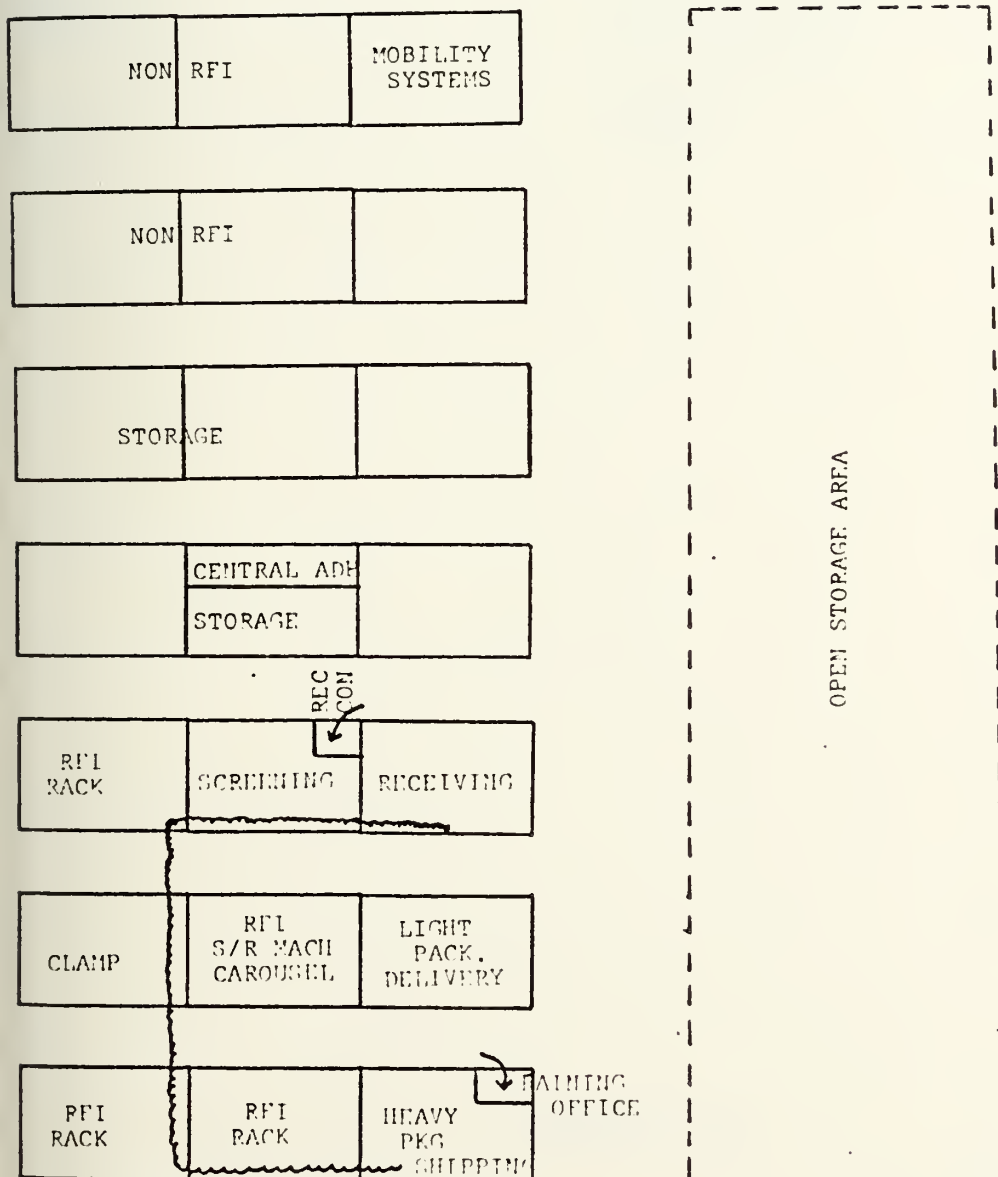


Exhibit (3)

PROJECTED PLAN OF QUAYWALL COMPLEX

(See Appendix B)

| <u>BLDG</u> | <u>BAY</u> | |
|-------------|------------|-------------------------------|
| 651 | 1 | SERVMART |
| | 2 | RETAIL SHIPPING/PACKING |
| | 3 | SAUNABUOYS/A/C TIRES |
| | 4 | PROPERTY BRANCH/CARGO SECTION |
| 652 | 1 | RETAIL RECEIVING |
| | 2 | OSI STORAGE |
| | 3 | FALSC |
| | 4 | " |
| | 5 | " |
| | 6 | " |

Exhibit (4)

A. NSC PROJECTED ORGANIZATION

To handle the wholesale support of the NARF, NSC proposes the establishment of an "Aviation Department" within their current organization structure. [See Exhibit (5)] [Ref. 12].

B. PROJECTED OPERATIONAL CHANGES AS A RESULT OF THE MERGER

1. ADP Services - The entire ADP workload for wholesale operations support will be assumed by NSCSD with assistance being provided by NARDAC. NSC must ensure that computer capacity is available to handle the additional requirements.

The new service must be capable of providing a combination of both batch and on-line application strategies. Current UADPS programs and procedures will be reviewed and updated to include the aviation wholesale function.

To assist the NSC in improving the level of customer service, the NARF is in the process of developing a mini-computer system to replace the current OCR stations with remote terminals capable of generating requisitions through a data link with the NSC mainframe computer. The remote terminals will also have the capability of generating requisitions for batch processing later. The minicomputer at NARF will have access to various data files located at NSC and NARDAC as well as the NIF data file at the NARF [Ref. 13].

NARDAC will continue to run the NIMMS program on a daily basis generating NIF replenishment actions. Replenishment actions will then be processed, on a daily basis, through the NSC mainframe computer.

AVIATION DEPARTMENT
CODE 400

[Ref. 12]

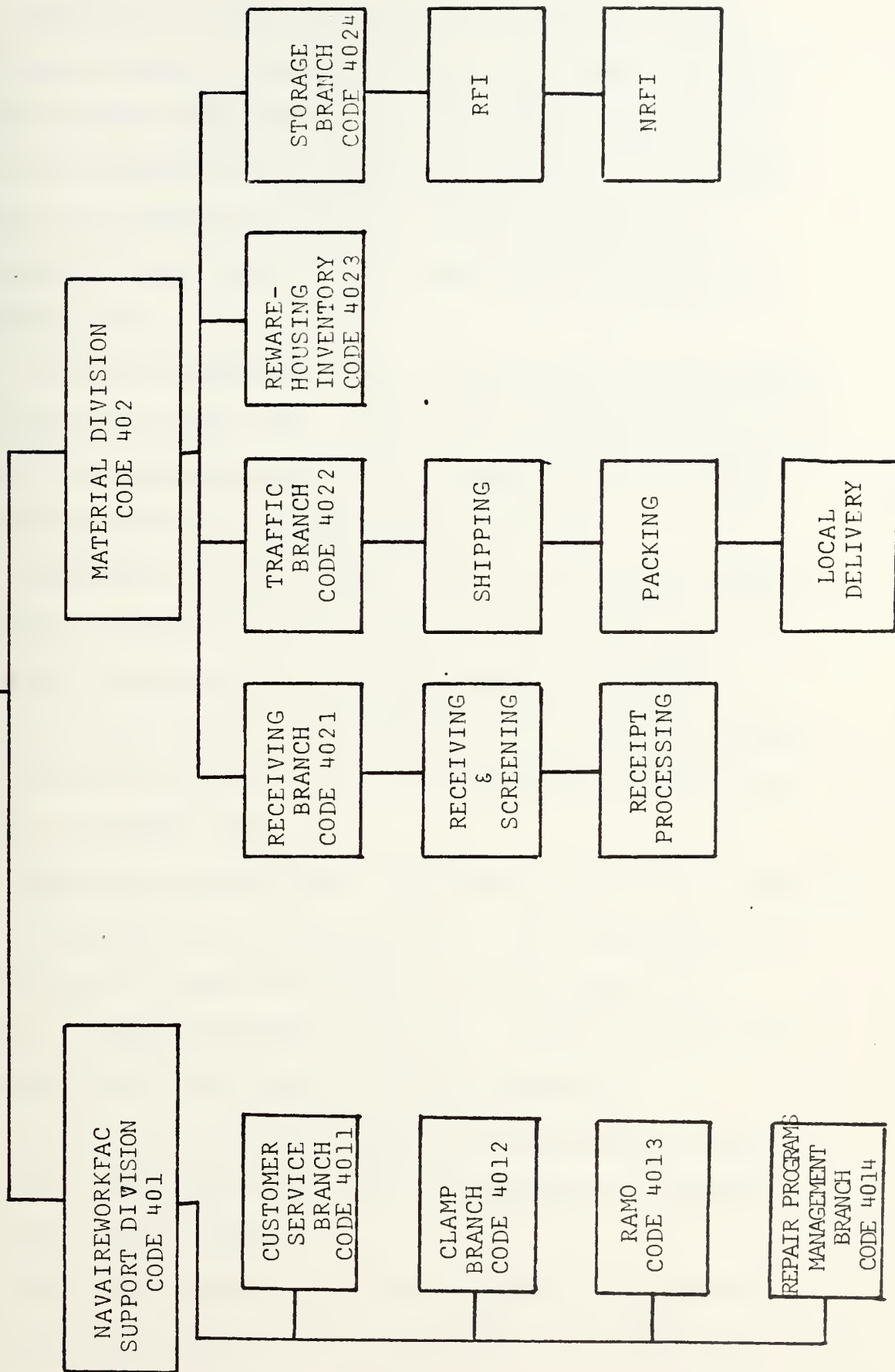


Exhibit (5)

Computer services will also be available at the Spanish Bight complex. Services will include the printing of issue documents (DD 1348-1) and shipping documentation.

It is hoped that the data links between the various locations will improve the current level of support by decreasing the time between requirement identification and material delivery.

2. FINANCIAL ACCOUNTING - The operational functions will remain essentially the same. However, the volume of work will be greatly increased because of the increase in the number of payroll records to be maintained [Ref. 12].

3. PURCHASING - Current plans call for the establishment of a Purchase Branch at the customer service office in the Spanish Bight complex with a \$10,000 purchase authority. Purchases for material over \$10,000 will be forwarded through to the Contract Division at NSC. The technical library will be shared with NSCSD [Ref. 12].

4. RECEIVING AND DELIVERY - Receiving and delivery functions will be conducted out of building 660. It is hoped that the close proximity of these two functions will improve the efficiency of expediting DTO deliveries. Both functions will remain essentially the same as they are currently.

NSC plans to use self-loading and unloading transporter trucks with rapid over-the-road movement to replace slower semi-trailer trucks.

NARF will continue to perform packing and preservation functions and NRFI/RFI screening after consolidation.

5. REQUISITION PROCEDURES - As discussed above, the majority of requisitioning process will be conducted through the remote terminal at the NARF. However, a Customer Service Office located at Spanish Bight will provide a walk-through procedure consistent with NSC procedures.

6. REPAIRABLES MANAGEMENT - The primary objective of establishing a Repairables Management branch is to maintain or improve the current level of support provided to the NARFNI. This branch will provide a similar support to that provided by the NAVAIREWORKFAC Support group in the Supply Department organization at NASNI.

B. PERSONNEL SHIFT PROJECTIONS

It is anticipated that 310 billets, excluding the financial billets and the eight ASO CLAMP funded billets will be transferred from NASNI to NSCSD. Sixteen of these are to be provided from the Comptroller's Department at NAS and are to be transferred to the Fleet Accounting and Disbursing Center, Pacific Fleet (FAADCPAC), and a total of three are to be transferred from the NAS Industrial Relations Department. This leaves 291 billets to be transferred from the Supply Department.

The decision on exactly which personnel and which offices will be affected by the merger is still being reviewed. This situation is very sensitive, especially to the people and the organization as a whole. All decisions must be approved by the respective unions.

It is expected that a personnel reduction of 222 people will ultimately be realized. It is hoped that the total reduction can be accomplished through normal attrition [Ref. 15].

VII. CONCLUSION

The decision to merge the wholesale support for the NARF into the NSC was based on a recommendation in the DODMDS study. The study had determined that similar support operations were being performed by the NAS (in particular the Supply Department) and the NSC. It was determined that a reduction in duplicated efforts would bring about a reduction in the size of the work-force requirements as well as a reduction in overall costs. As with many mergers, what may look good on paper may not work in actual practice. Typically, many factors which should be considered in the decision to merge are either given just a cursory glance or not considered at all. For example: traffic pattern changes, employee satisfaction, impact of regulation or practices differences. These must be considered carefully if an orderly transition of workload is to occur.

A. PERSONNEL TRANSFERS

A major problem that exists with all mergers, and in particular with this merger, is to determine the number and which personnel should be transferred as part of that merger. Although some personnel's workload is easily allocable to the wholesale support function, for the most part the current workload is totally intermingled with the retail operations and appears impossible to allocate exactly. Some personnel support the wholesale function without realizing it. Exhibit (6)

Personnel Assigned and Possible Transfers

| <u>SUPPLY DEPARTMENT</u> | Assigned Personnel | Expected TRF |
|---|-----------------------|-----------------|
| Administrative Planning Division | | |
| Administrative Branch (11) | 41 | |
| Management Quality Assurance Branch (5) | | |
| Systems and Procedures Branch (11) | | |
| Quality Assurance Branch (12) | | |
| Inventory Division | 25 | |
| Audit Branch (13) | | |
| Count Branch (12) | | |
| Material Division | | |
| Traffic Branch (4) | 323 | 20 |
| Receiving Section (29) | 122 | 12 |
| Shipping Section (15) | | |
| Delivery Section (19) | | |
| Cargo Section (11) | | |
| Packing Section (44) | | |
| Parcel Post and Mill Shop Unit (19) | | |
| Off-Line and On-Line Packing Unit (16) | | |
| Freight Dispatch Unit (9) | | |
| Storage Branch (2) | 111 | 83 |
| RFI Material Section (1) | 53 | |
| Storage Unit 1 (17) | | |
| Storage Unit 2 (13) | | |
| Storage Unit 3 (13) | | |
| Storage Unit 4 (9) | | |

Exhibit (6)

| | Assigned Personnel | Expected TRF |
|--|-----------------------|-----------------|
| Repairable Material Section (1) | 43 | |
| Storage Unit 5 (13) | | |
| Storage Unit 6 (17) | | |
| Material Screening and Identification Unit (12) | | |
| Special Projects Section (13) | | |
| Property Branch | 9 | |
| Excess Property Section (4) | | |
| Collateral Equipment Section (5) | | |
| Fuel Branch | 18 | |
| Logistics Branch (1) | 58 | |
| Record Maintenance Section (11) | | |
| Cabinet Processing Section (19) | | |
| Warehousing Section (27) | | |
| Wholesale CLAMP Branch | 5 | |
| Supply Operations Division (3) | 175 | |
| Customer Service Branch | 33 | |
| Receipt Processing Branch | 37 | |
| Exception Services Section (10) | | |
| Disposition Section (12) | | |
| Accounts Payable Section (15) | | |
| Technical Branch | 12 | |
| Purchase Branch (3) | 32 | |
| Buying Section (1) | 19 | 13 |
| General Buying Unit (12) | | |
| Decentralized Buying and Contract Orders (6) | | |
| Contract Compliance Section (4) | | 3 |
| Purchase Service Section (6) | | 5 |
| NAVAIREWORK Support Branch | 20 | |
| RMA/SDLM/Rework Section (8) | | 8 |

| | Assigned Personnel | Expected TRF |
|--|-----------------------|-----------------|
| NICRISP Section (8) | | 8 |
| Aircraft Overhaul Support Section (4) | | 4 |
| S-3A Systems Support Branch | 10 | |
| Helicopter Systems Support Branch | 8 | |
| Station Aircraft/Common Systems Branch | 20 | |
| Aviation Support Division | 55 | |
| Quality Assurance and Special Project Branch | 10 | |
| Supply Response Branch | 7 | |
| Expeditions Repair Branch | 4 | |
| Due Desk/Screening Branch | 5 | |
| Material Movement Branch | 19 | |
| Awaiting Parts Branch | 4 | |
| Operational Support Branch | 6 | |
| <u>OTHER ACTIVITIES</u> | | |
| DPSCPAC | 308 | |
| COMPTROLLER DEPARTMENT | 102 | 16 |
| Industrial Relations Division | ? | 3 |

() represents the number of personnel assigned to that specific code or office.

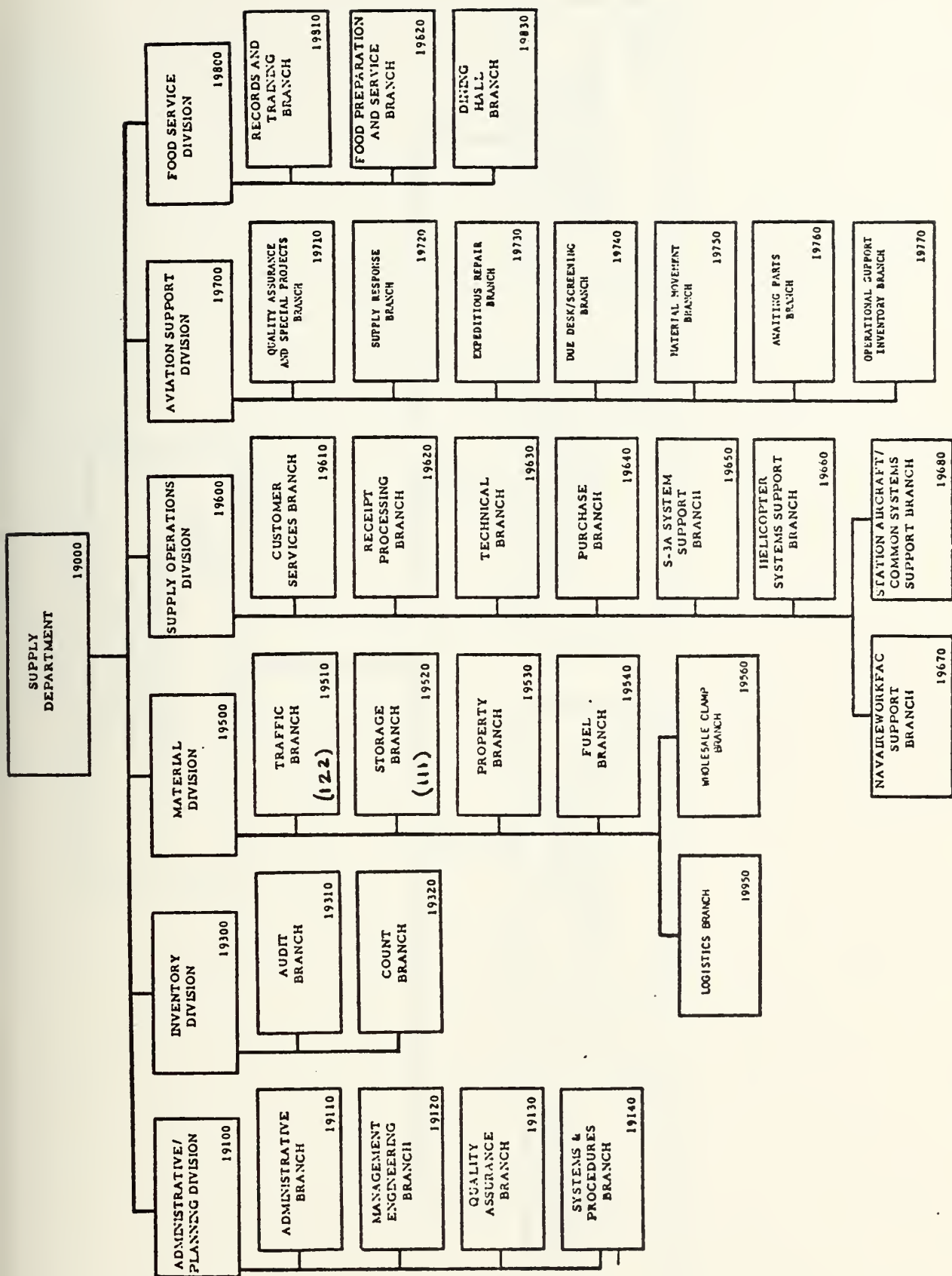
summarizes the current available data on personnel assignments and expected transfers, where known, as part of the merger. It is expected that a statement on transfers will be publicized around the first of the calendar year.

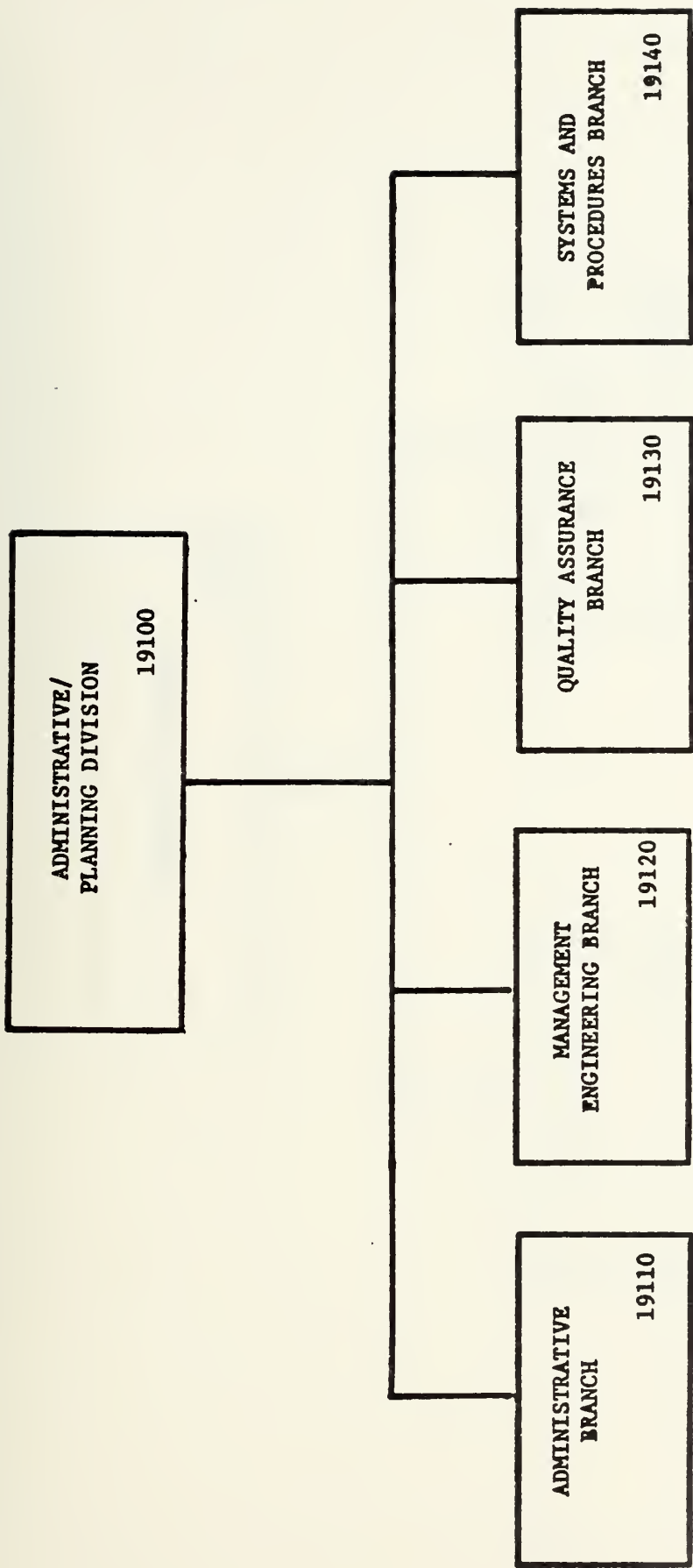
B. MISSING DATA

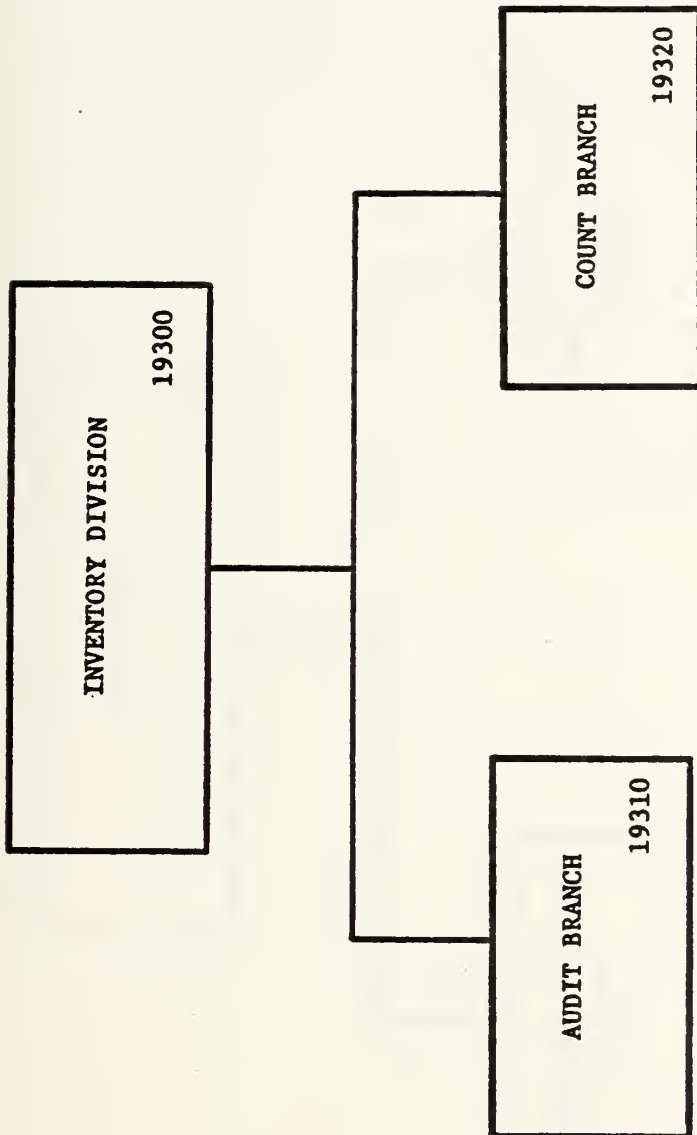
A major problem area that was noted several times during the research phase was the lack of a useful data base which contained the cube and weight of material received, delivered, or stored. This information would be invaluable in developing a transportation model which could be effectively applied to the local delivery service. The lack of this kind of information could have a major impact on the ability of NSC to maintain the same level of customer service that currently exists to the NARF. This same data base could be used in developing warehousing plans, warehouse construction, vehicular requirements (i.e., size, type, and number), personnel requirements, etc.

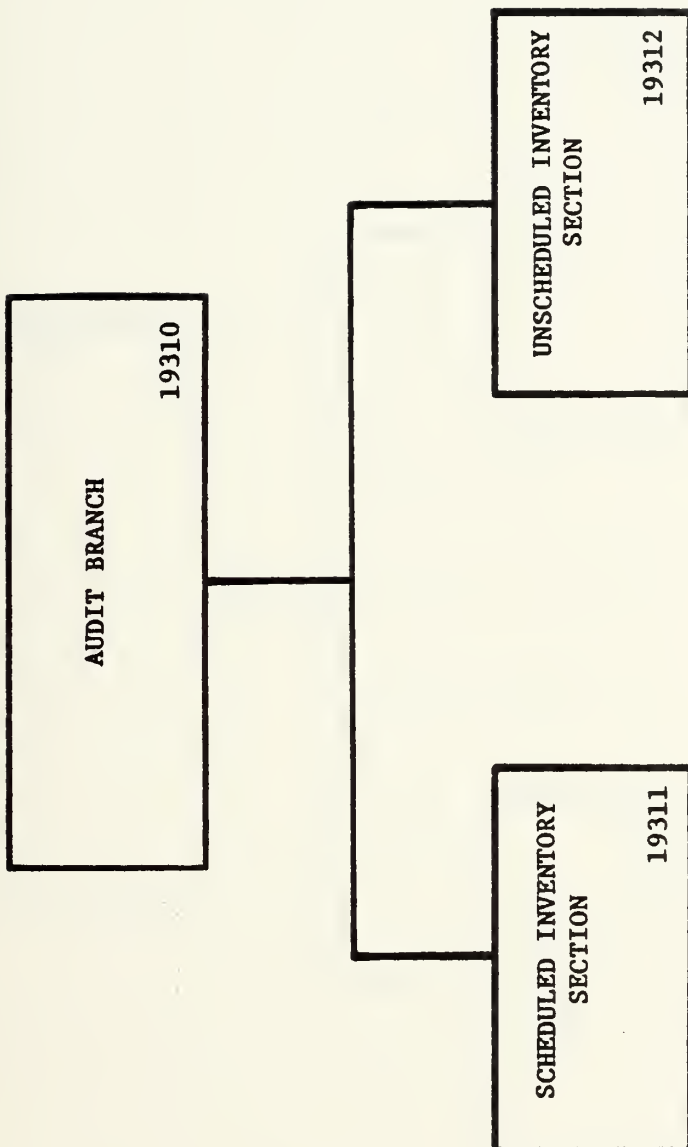
C. EPILOGUE

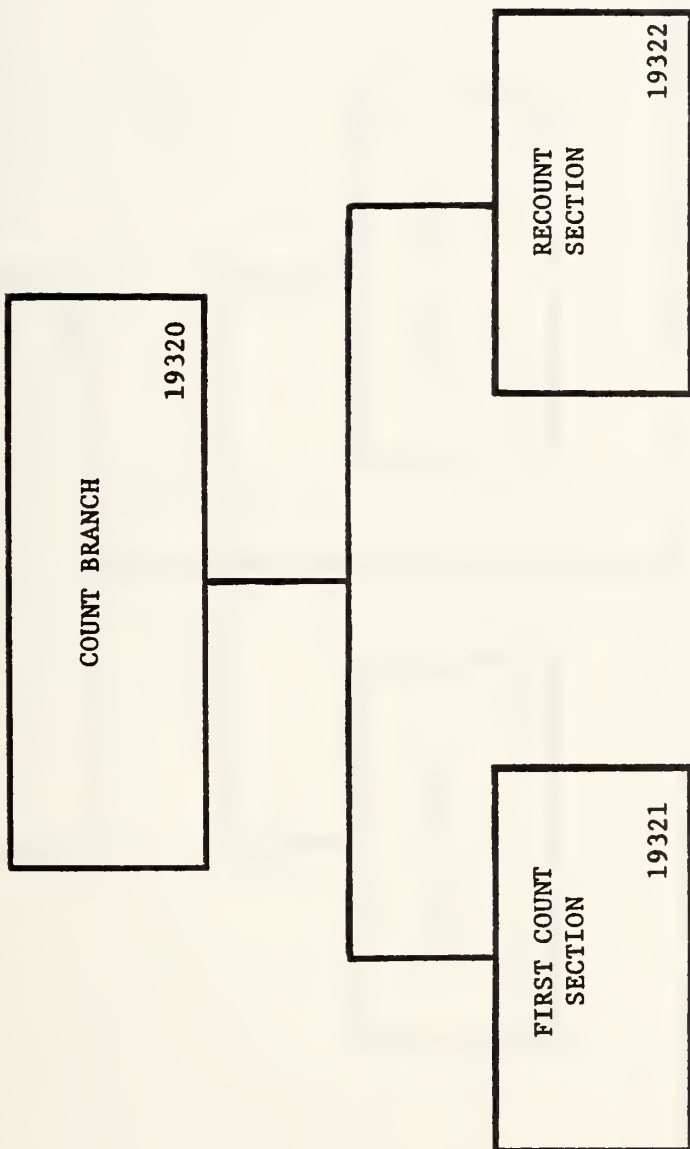
Within the short time remaining before the merger takes place an implementation plan must be developed by NSCSD. Such a plan must consider the current way that supply support is provided if no degradation in that support is to be insured. It is hoped that the information provided by this thesis will be of value in those considerations.

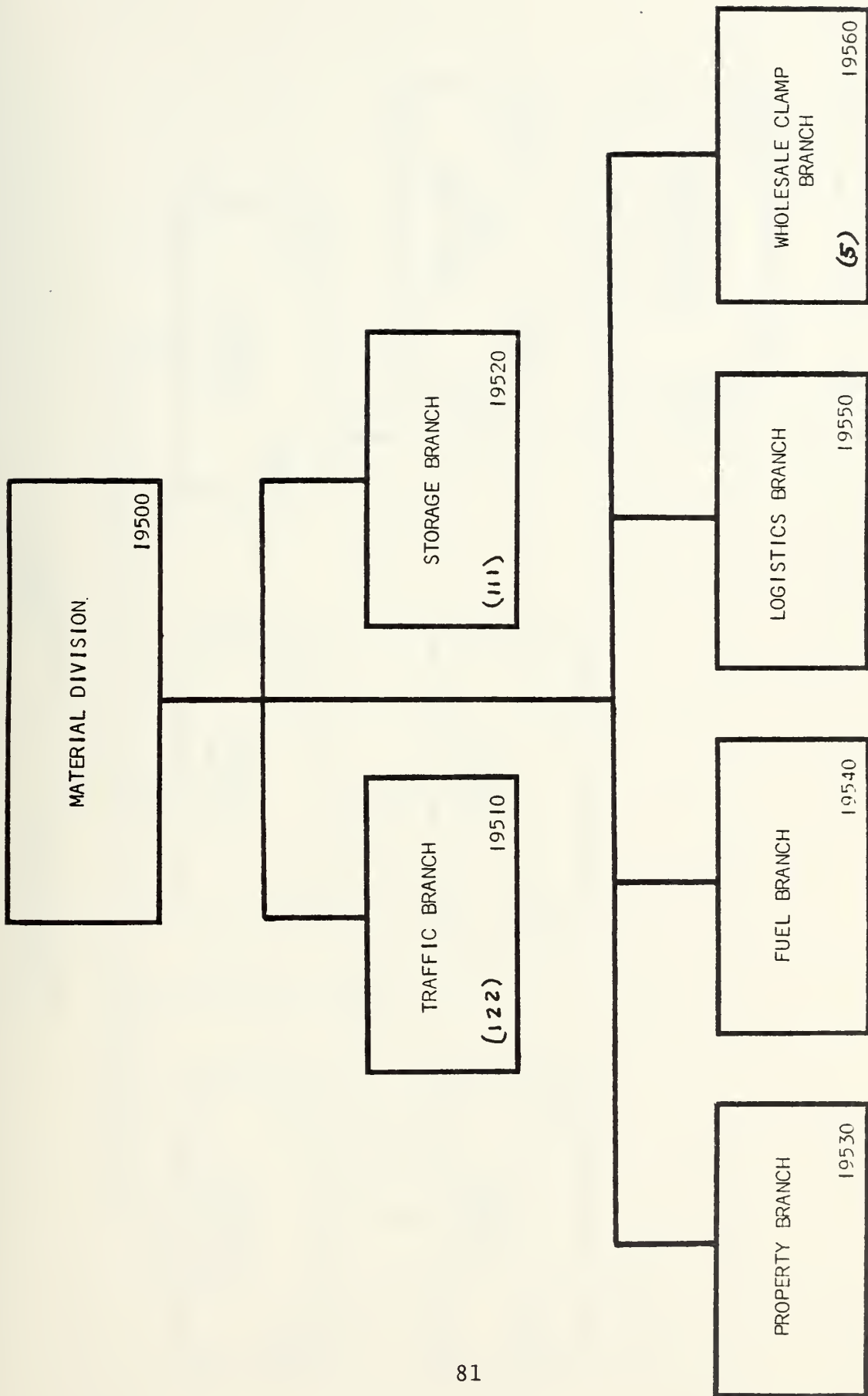




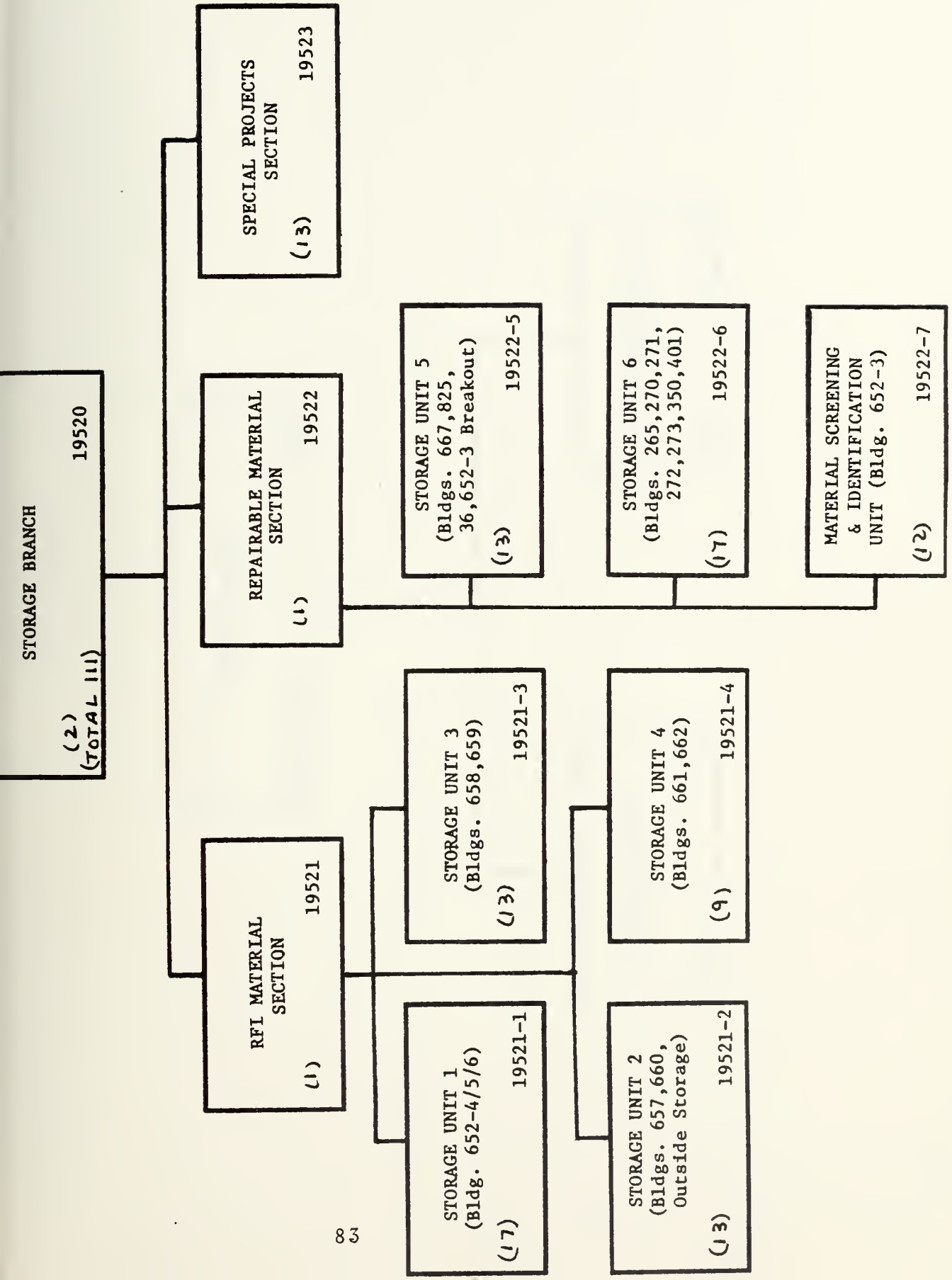


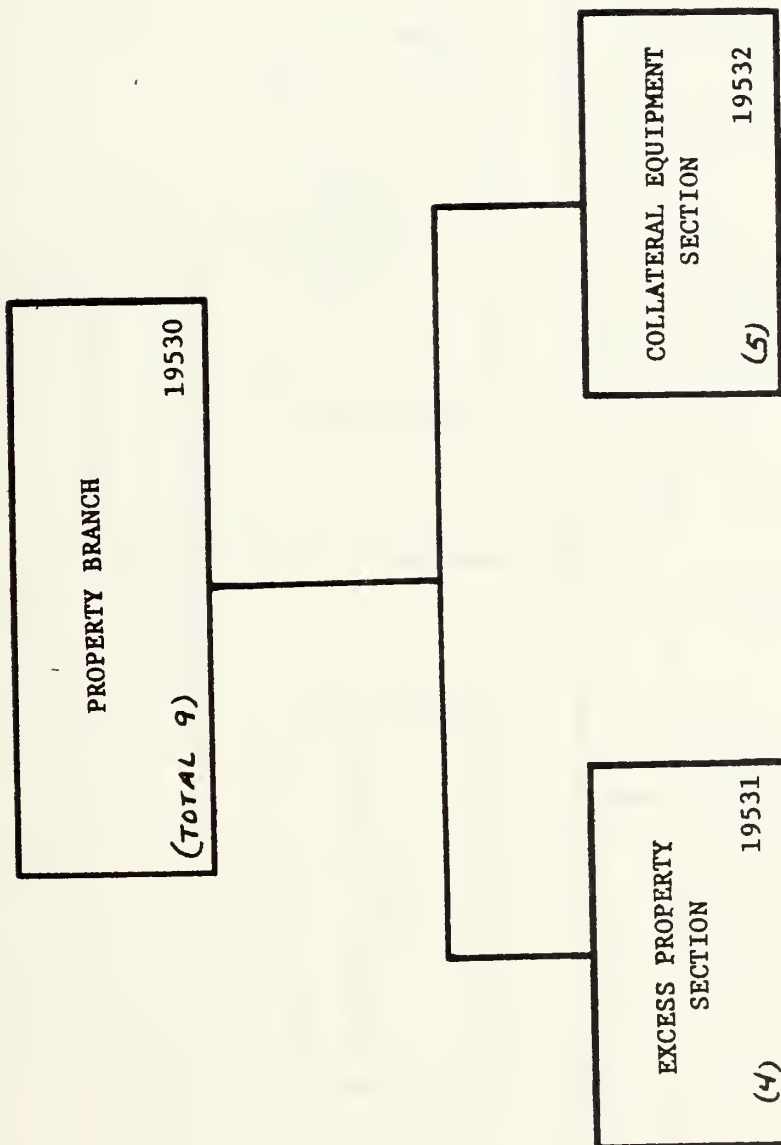


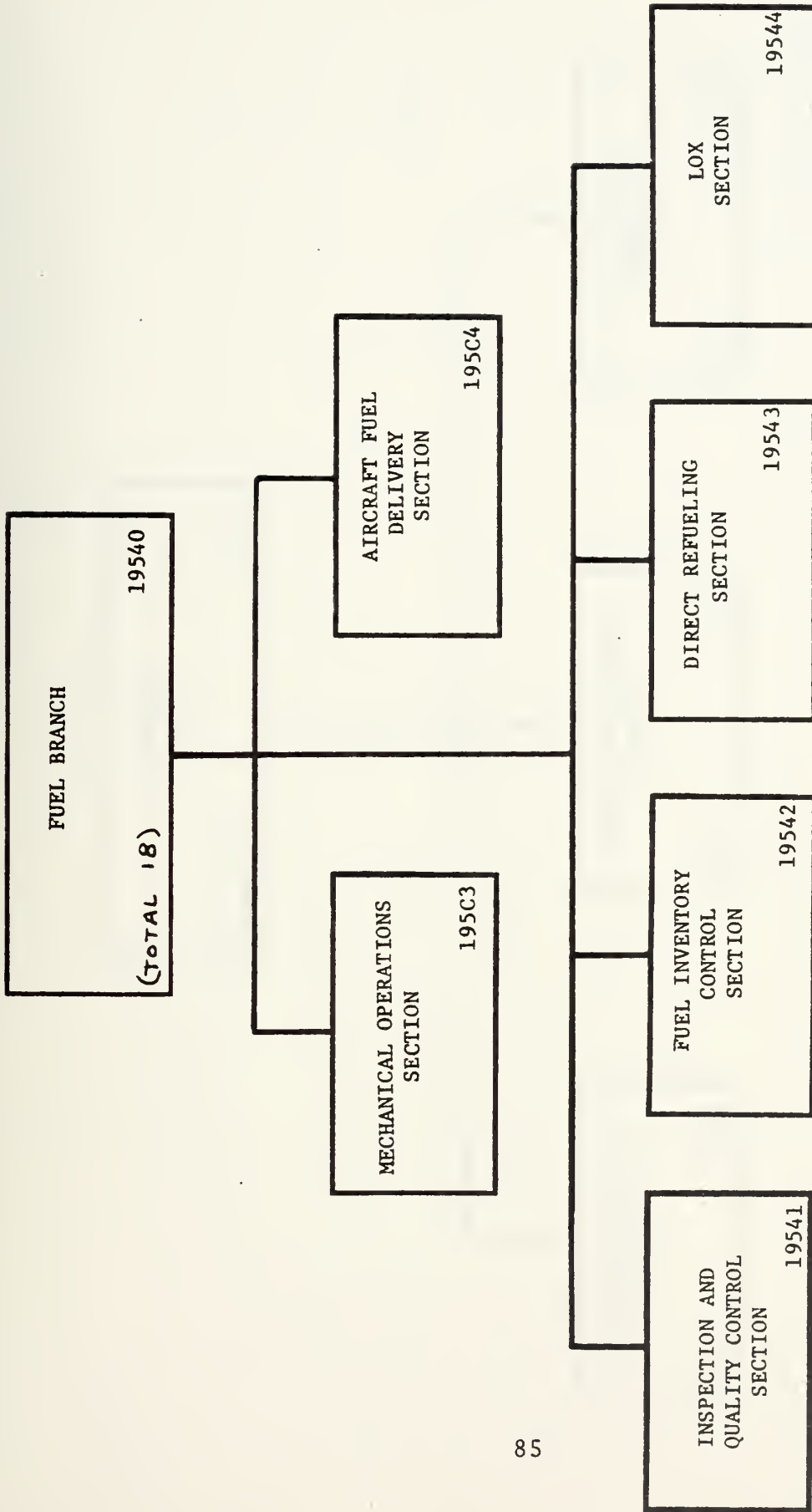


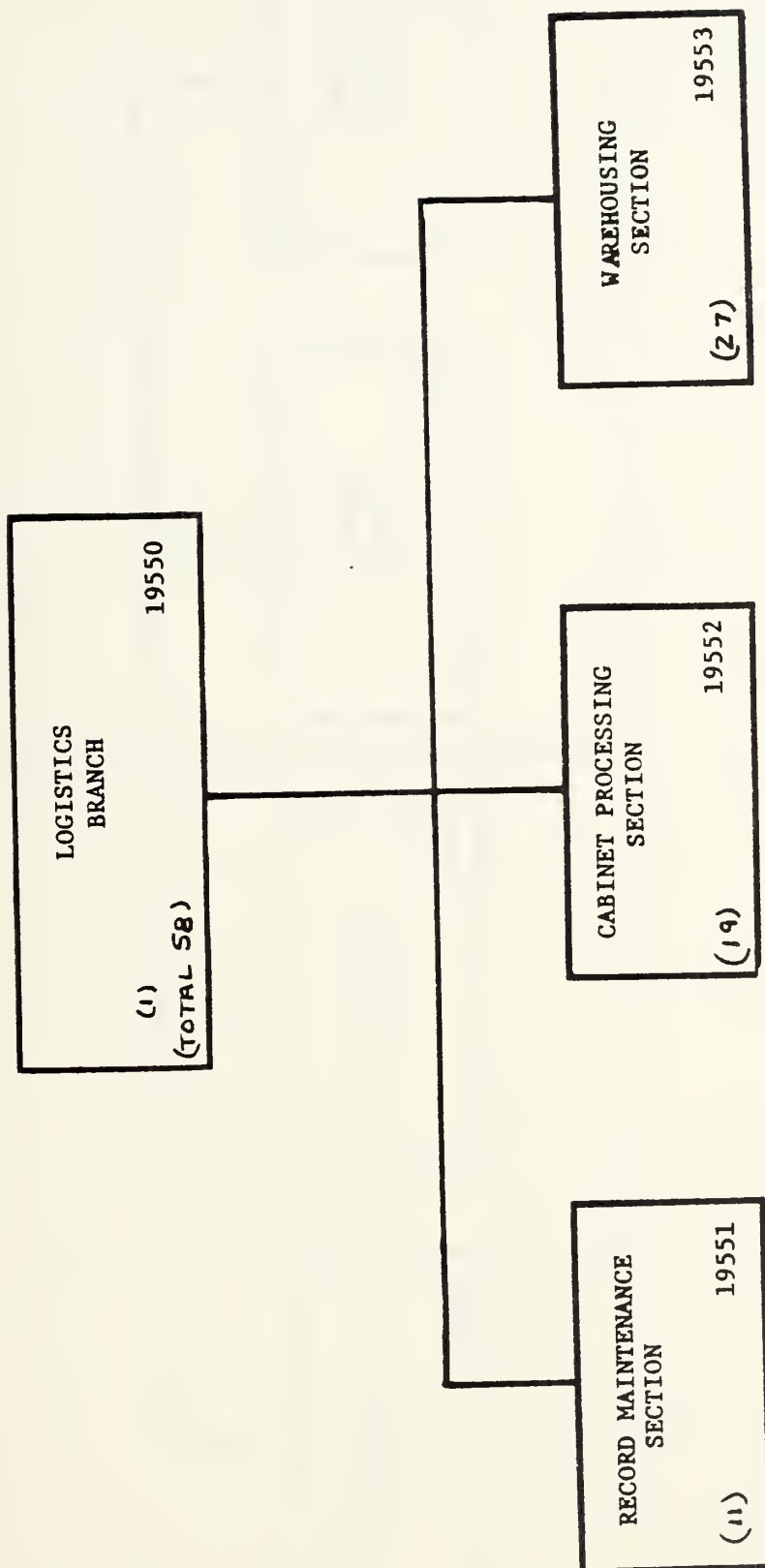


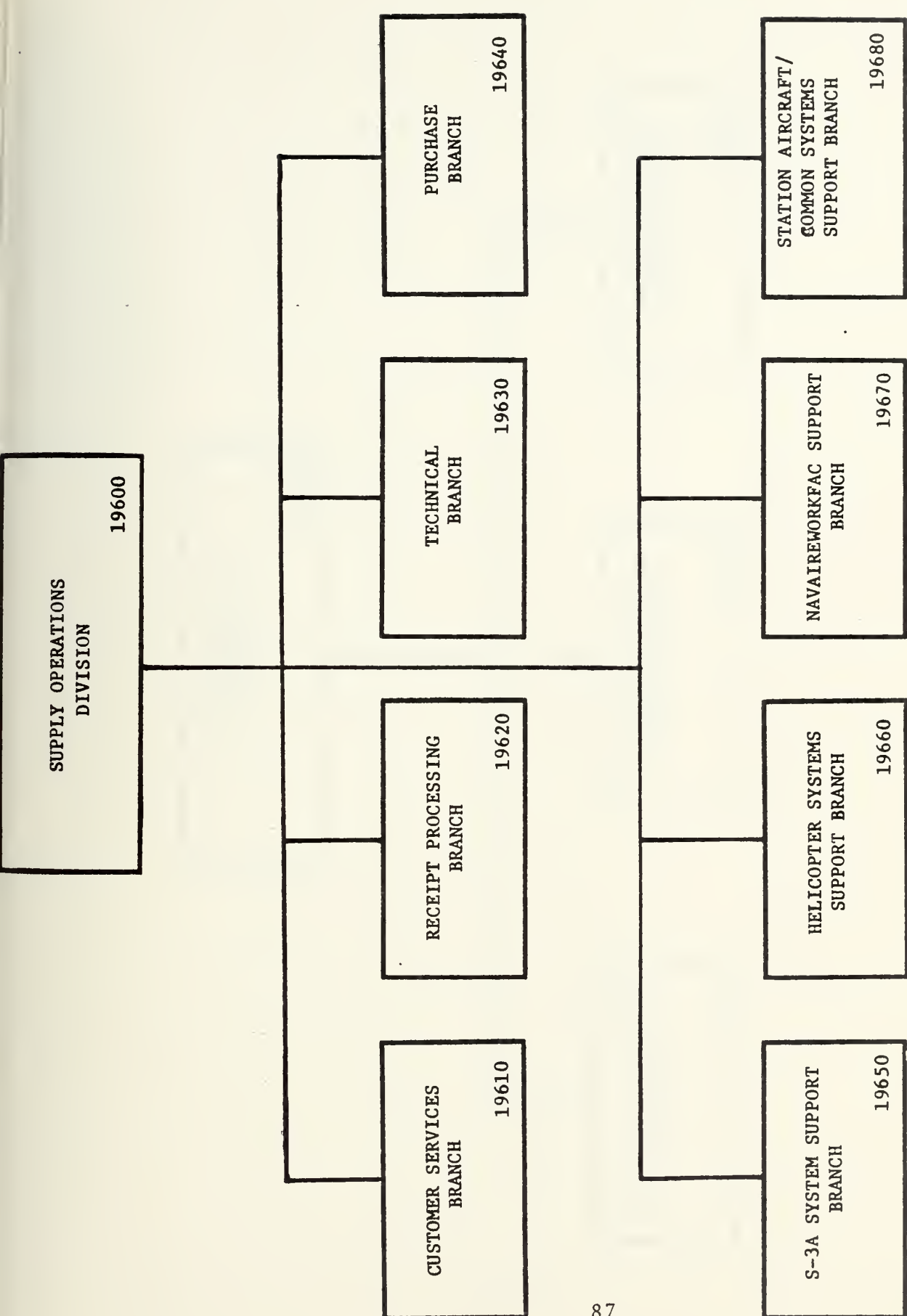


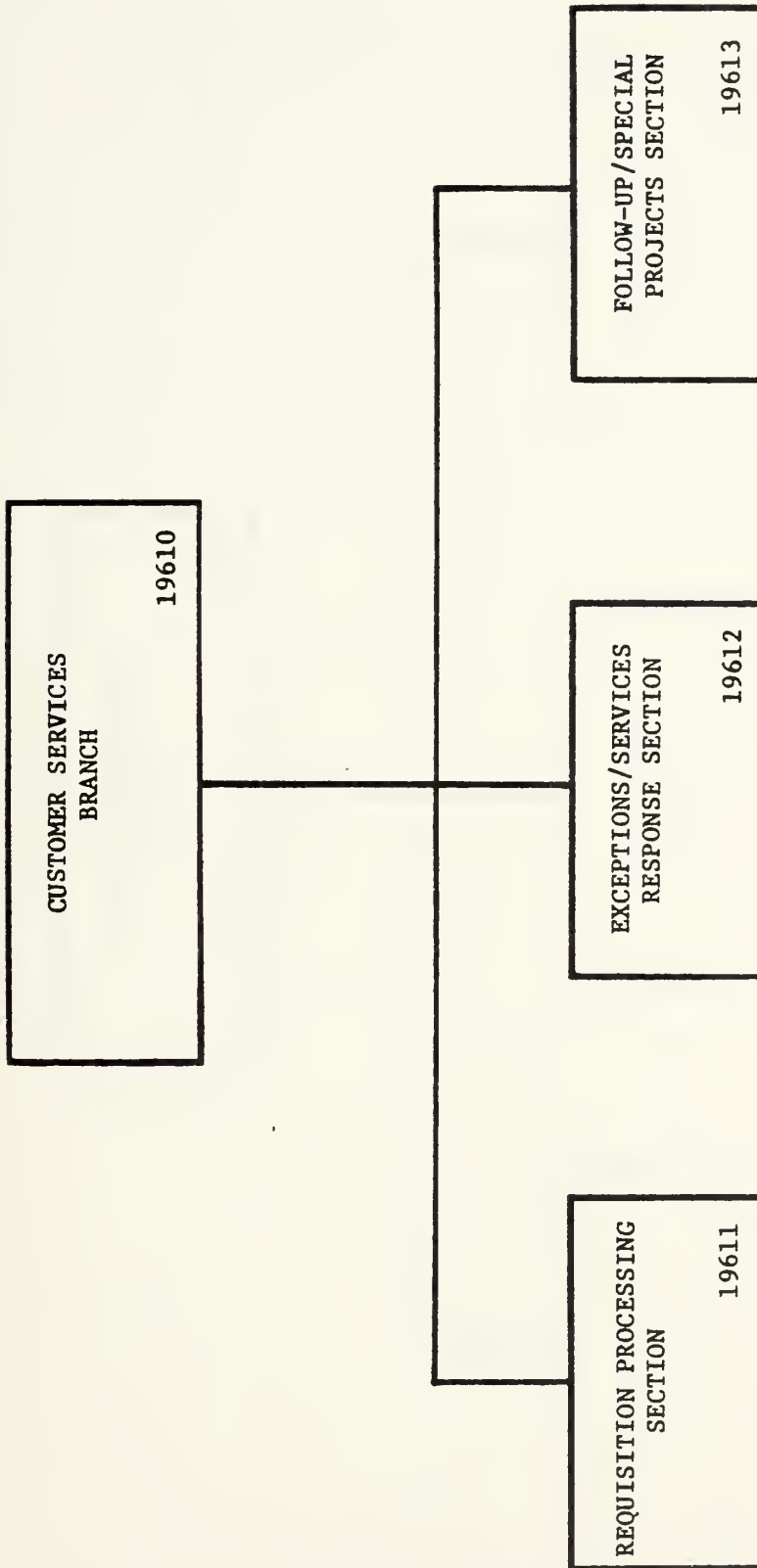


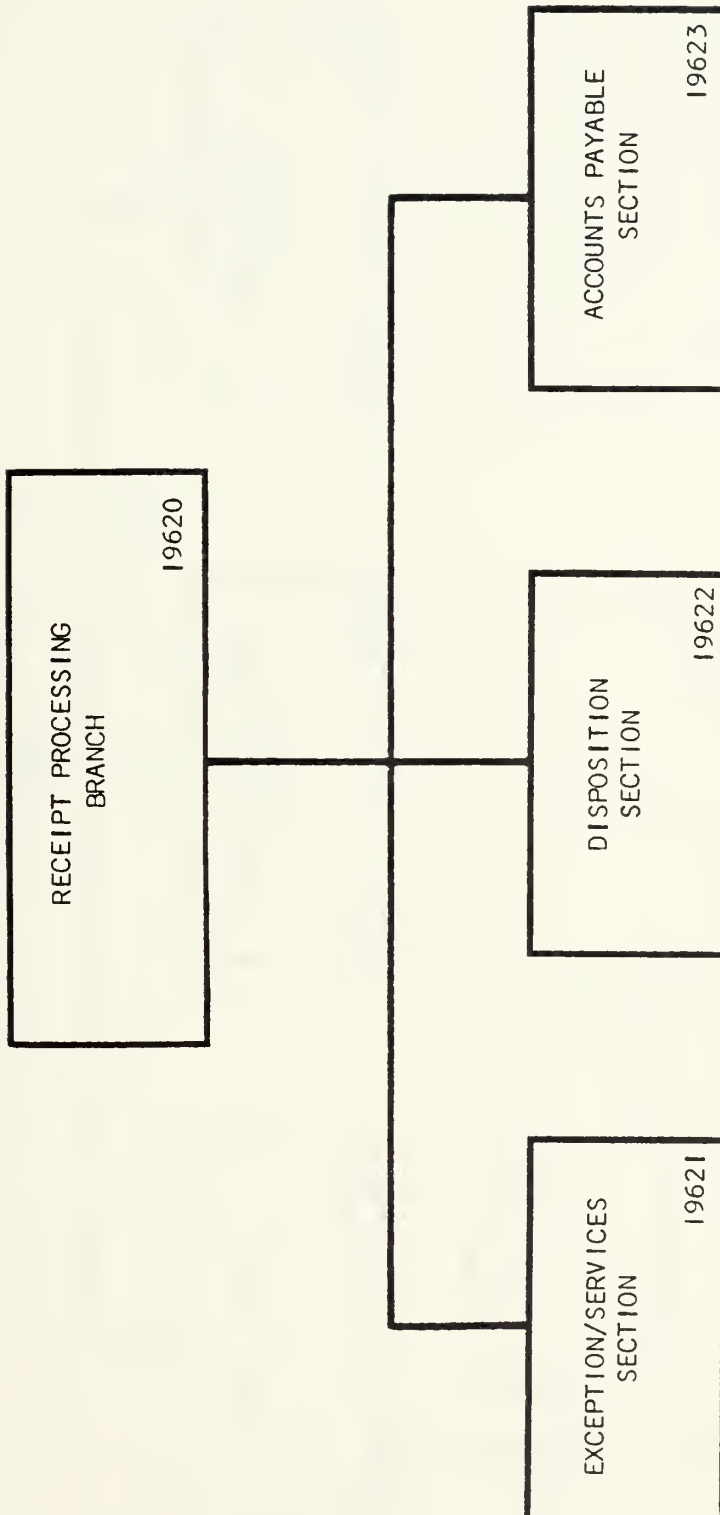


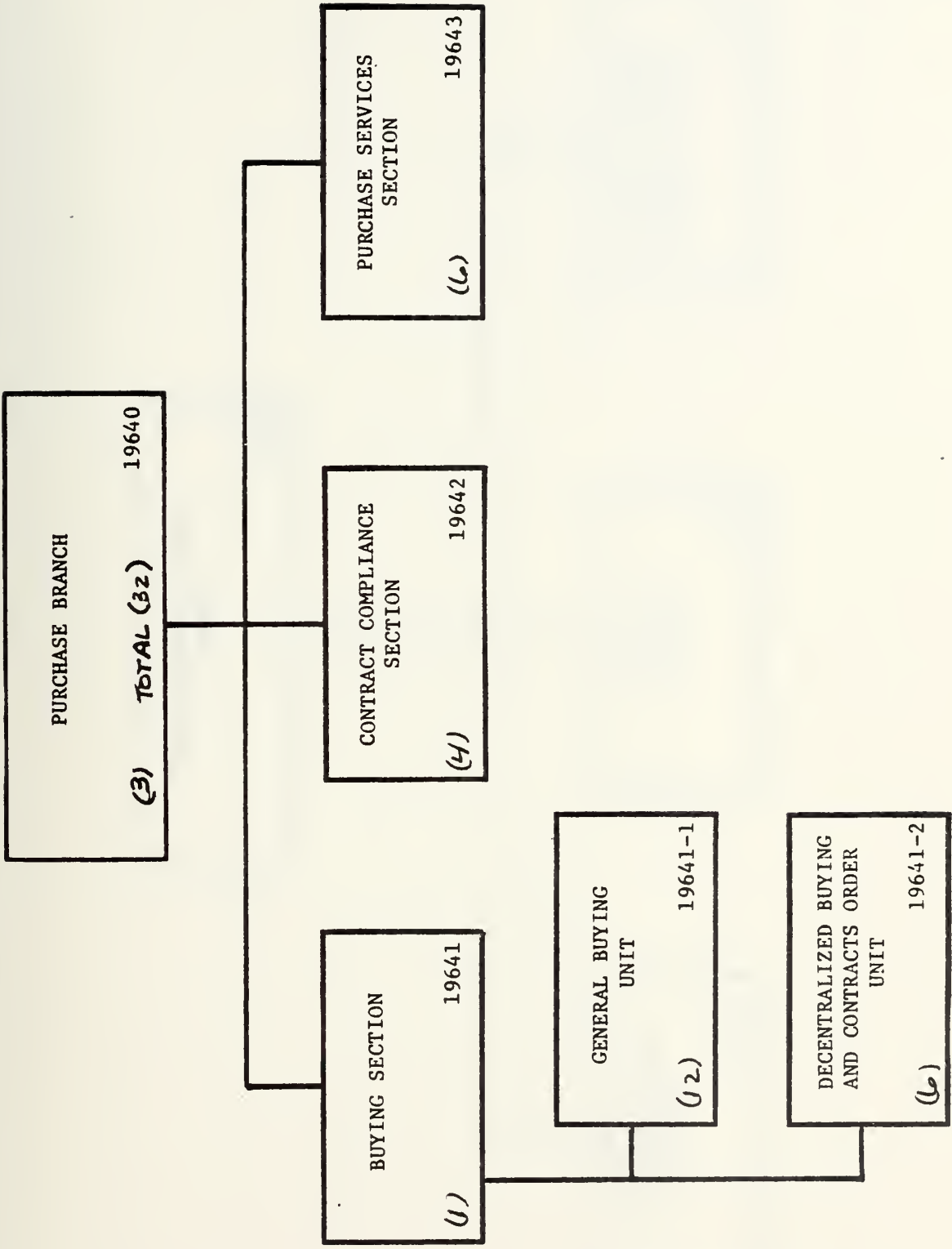


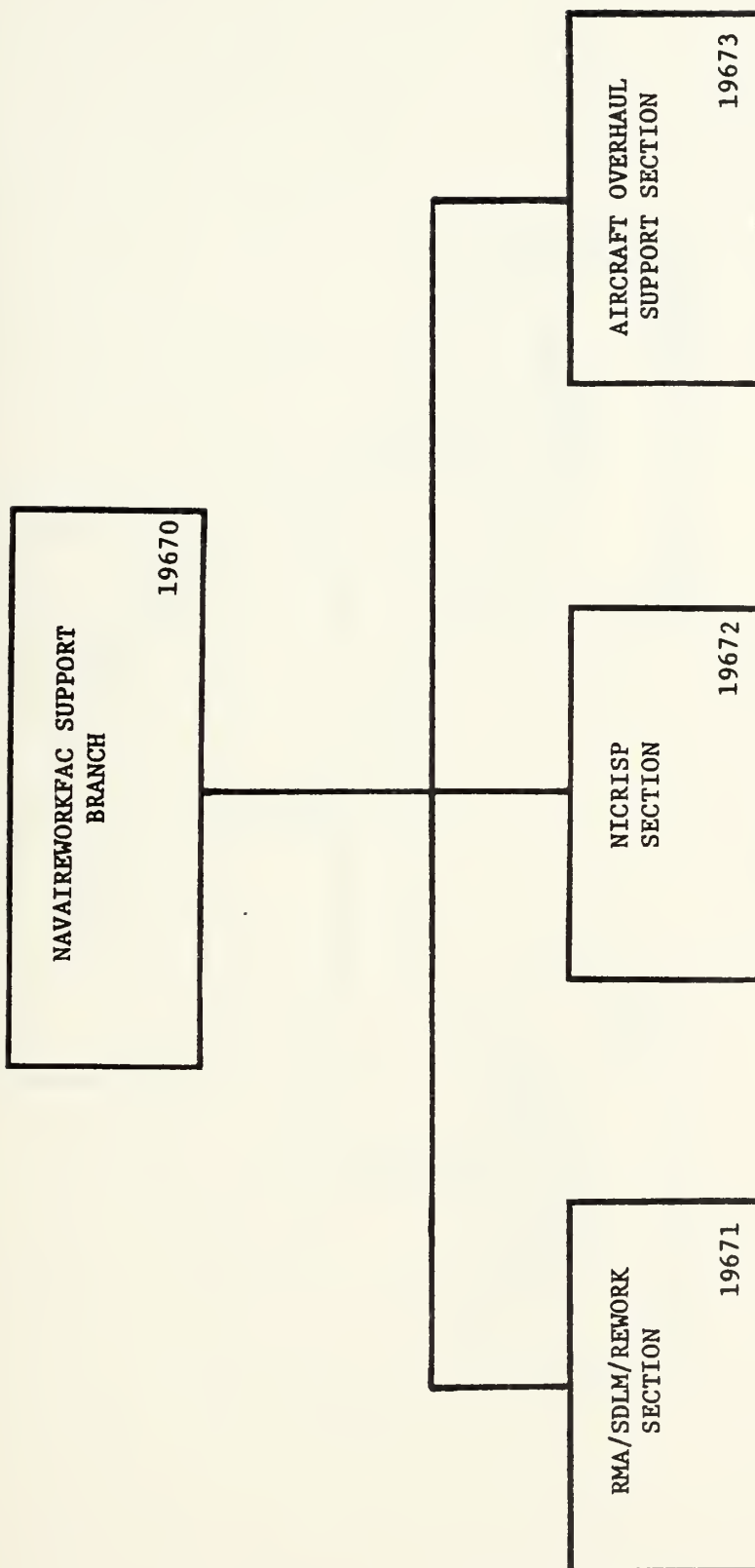


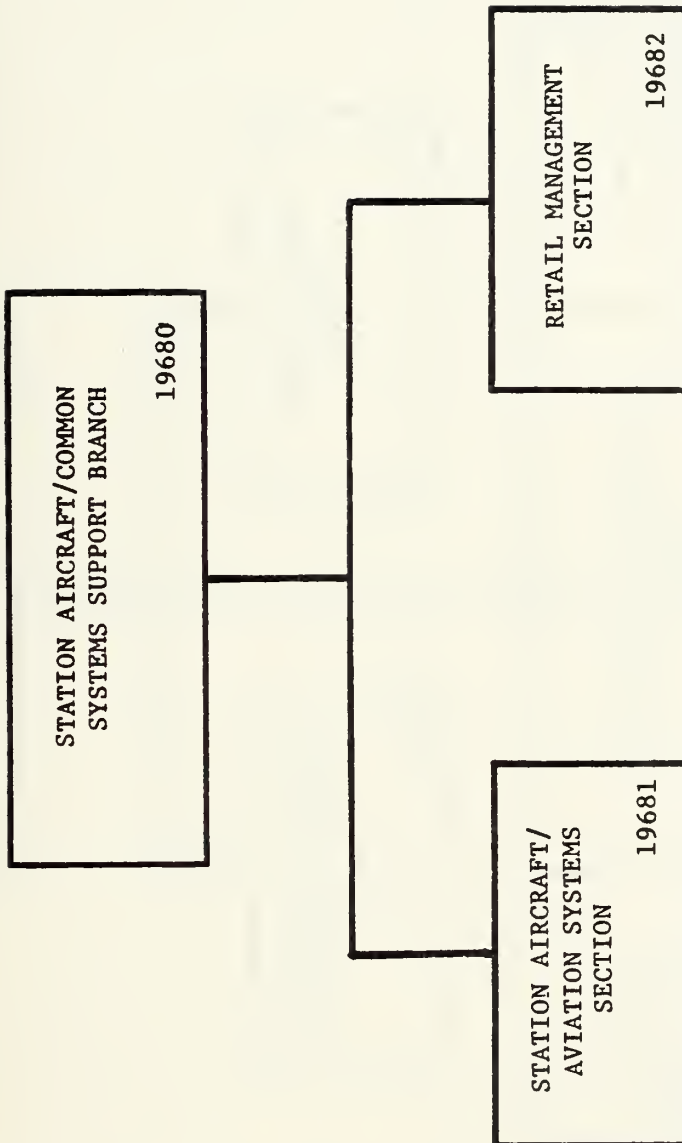


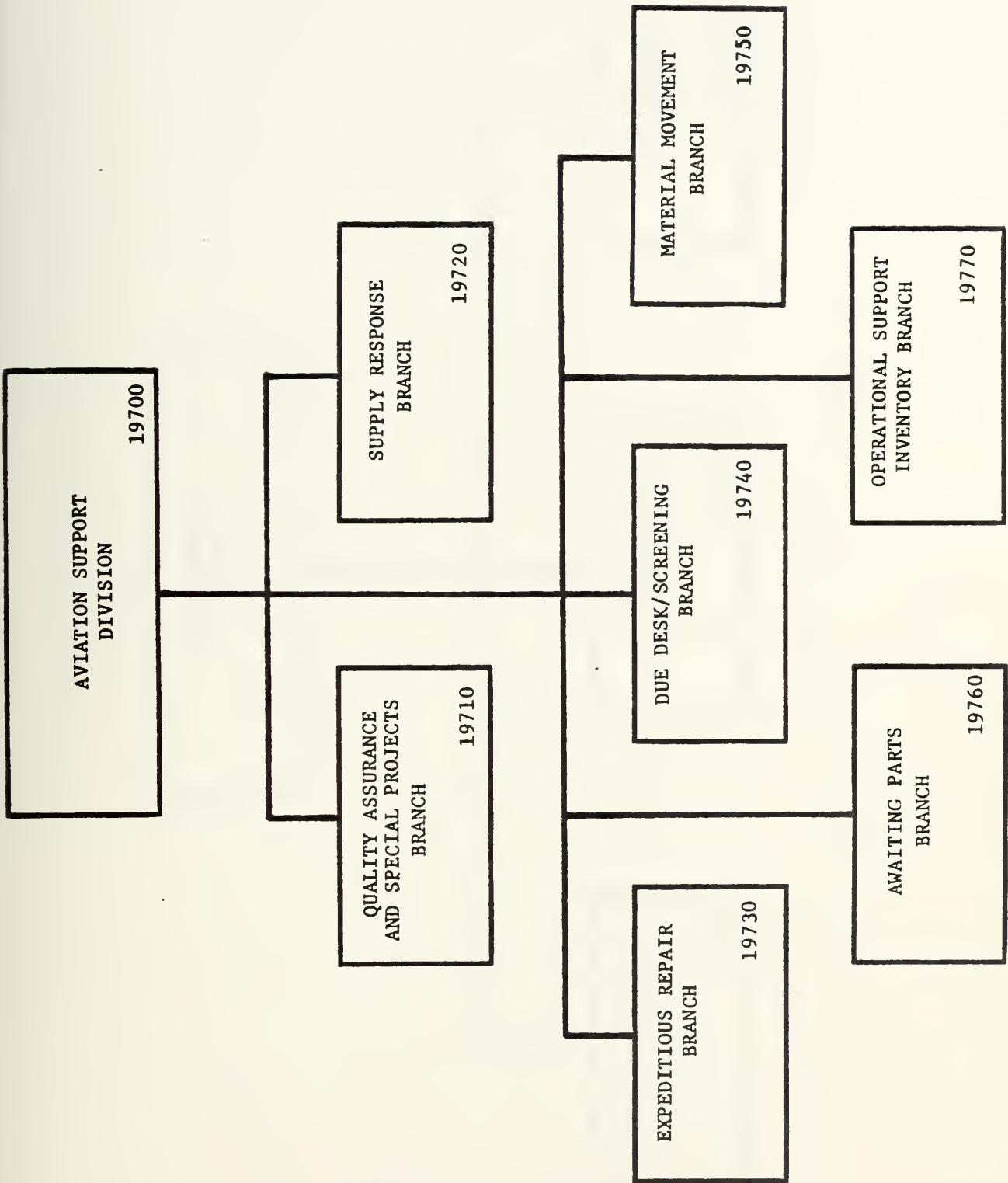


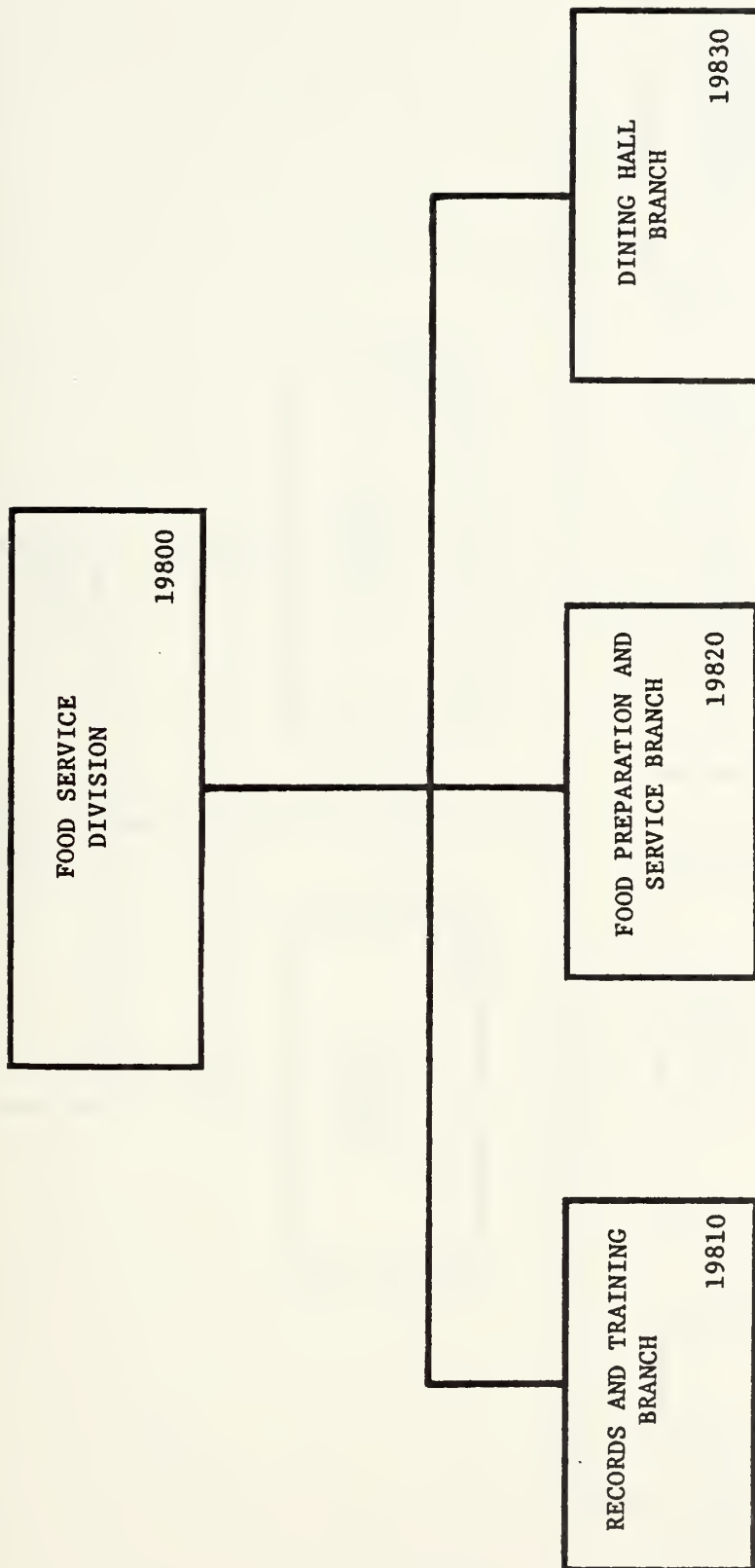


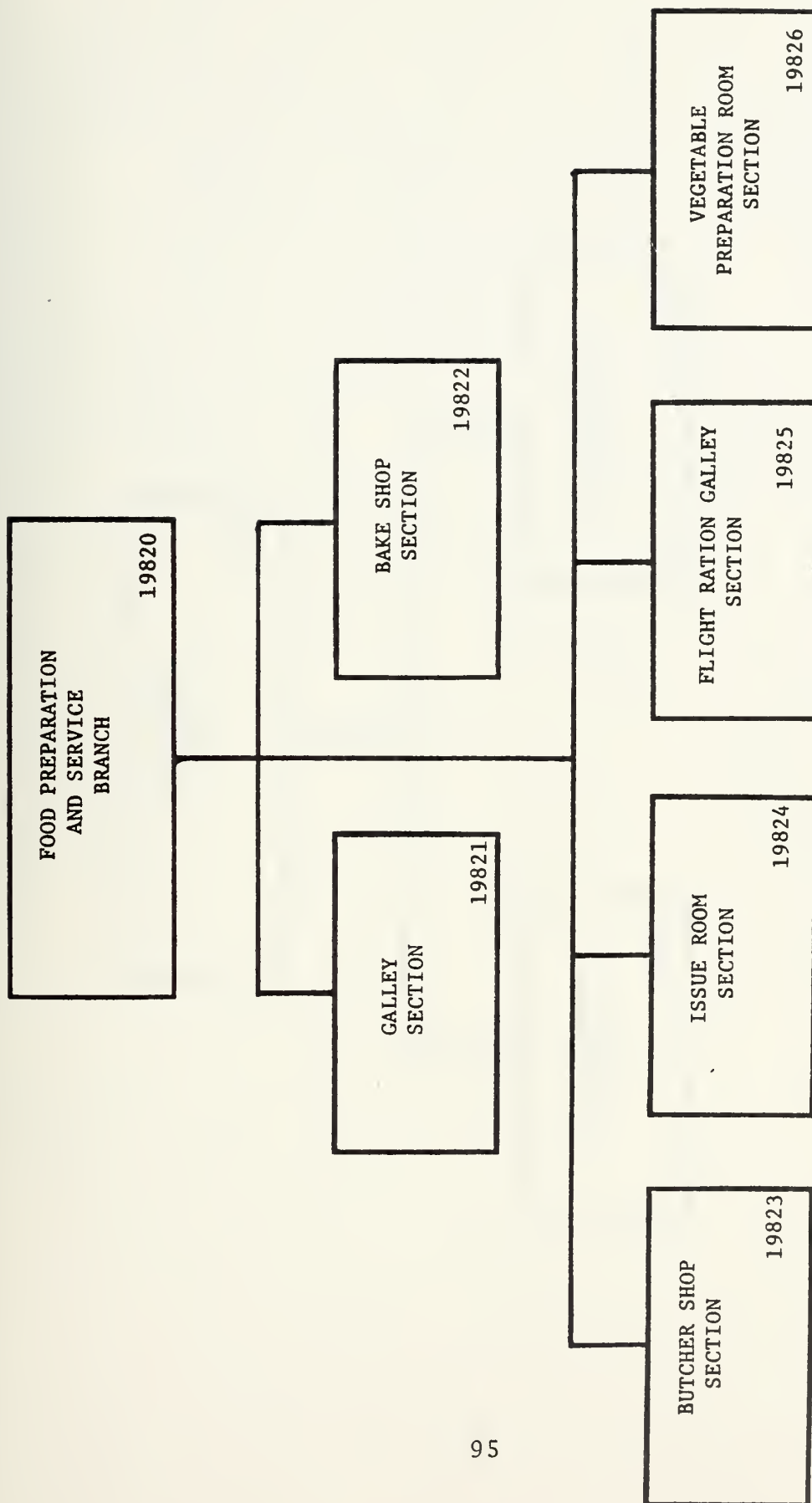


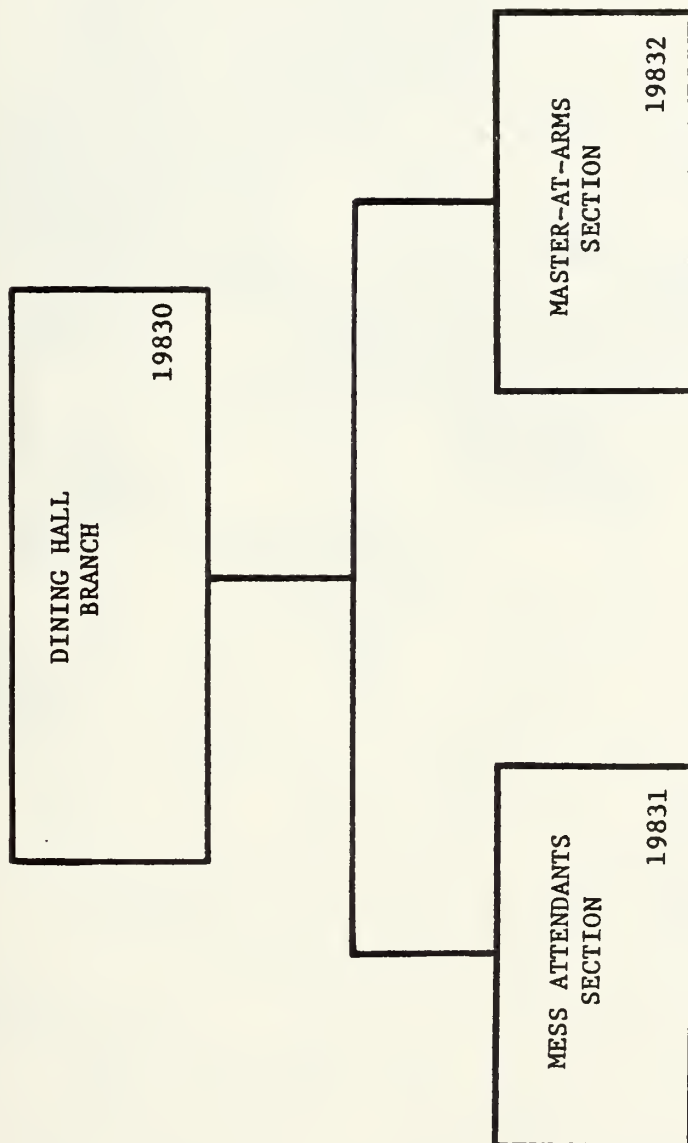


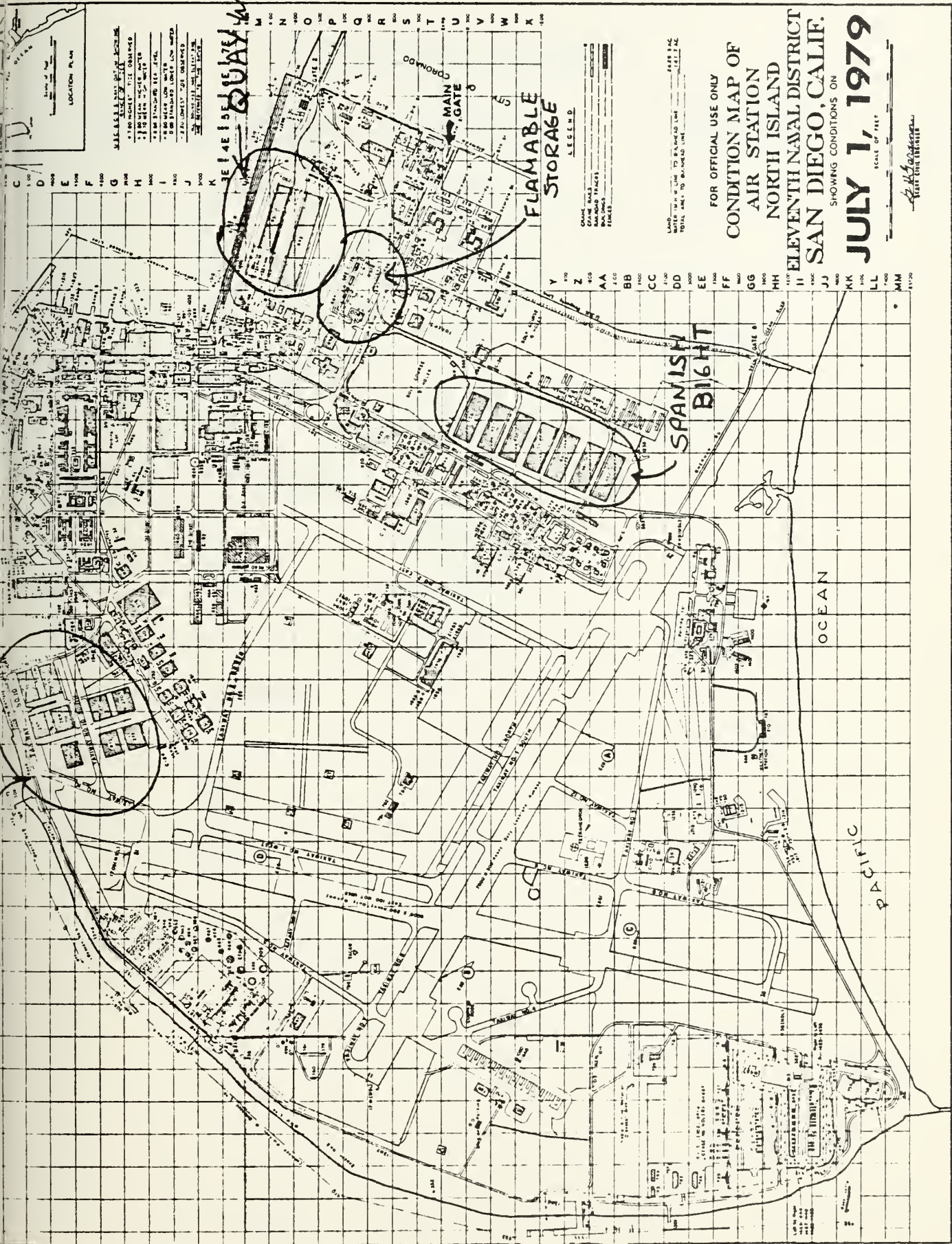












STORAGE FACILITIES NASNI

| <u>BLDG. NO.</u> <u>WEST BEACH STORAGE</u> | <u>GSF COVERED</u> <u>(SQ. FT)</u> | <u>GSF UNCOVERED</u> <u>(SQ. FT)</u> |
|---|---------------------------------------|---|
| 265 | 73,332 | |
| 270 | 65,184 | 80,227 |
| 271 | 65,810 | |
| 272 | 80,316 | |
| 273 | 74,349 | |
| 350 | 77,554 | |
| 351 | 88,338 | |
| 401 | 58,810 | 65,400 |
| <u>QUAY WALL STORAGE</u> | | |
| 651 | 123,835 | 210,000 |
| 652 | 240,000 | |
| <u>SPANISH BIGHT STORAGE</u> | | |
| 656 | 117,710 | |
| 657 | 117,710 | |
| 658 | 117,710 | |
| 659 | 117,710 | |
| 660 | 117,710 | |
| 661 | 117,710 | |
| 662 | 117,710 | |
| <u>FLAMMABLE STORAGE</u> | | |
| 667 | 12,031 | 123,950 |
| C-81 | 3,250 | |
| C-82 | 3,250 | |
| C-83 | 3,250 | |
| C-84 | 3,250 | |
| C-126 | 3,250 | |
| 668 | 4,658 | |

STORAGE FACILITY USAGE

BLDG. NO.

OFFICE

- 651 - Packing/Shipping/Cargo Sections
- 652 - Bay 1 - Receiving/Receipt Processing/Procurement
- Bay 2 - Receiving/Local Delivery
- Bay 3 - Screening/Material Identification
- Bay 4 thru 6 - Fast Moving Binable Material

WEST BEACH

- 265 - Empty
- 270 - Non RFI Material (Full)
- 271 - Non RFI Material (Full)
- 272 - Non RFI Material (Full)
- 273 - Non RFI Material (Full)
- 350 - NARF Breakout/G Condition Store
- 351 - Property
- 401 - Non RFI Material (Full)

SPANISH BIGHT

- 656 - Fleet Aviation Logistics Support Center (FALSC)
- 657 - Tires, Aviation Supply Wholesale/Retail
- 658 - Tires, Aviation Supply Wholesale/Retail
- 659 - Sona Bouy (Retail)/Rest Wholesale
- 660 - Wholesale Stock
- 661 - CLAMP/Confidential Mat'l/Flight Clothing
- 662 - Wholesale Buck
- Uncovered - Engines

FLAMMABLE STORAGE

- 667 - Lumber Storage
- 668 - Misc Flammables
- C-81 - Misc Flammables
- C-82 - Misc Flammables
- C-83 - Misc Flammables
- C-84 - Misc Flammables
- C-126 - Misc Flammables

THE ISSUE SYSTEM

1. Warehouseman Leader proceeds to document pick up point and obtains issue documents which have been sorted in location sequence, and distributes to warehouseman for picking operations.

(A) Bin and Rack Issue

1. Warehouseman pushes stock pickers cart, which has been previously stocked with sufficient bags and tote boxes, to location of first item to be selected and performs the following picking operations:
 - (a) Check and select the quantity indicated on the issue document from the designated location.
 - (b) Annotates the issue document with pickers code number.
 - (c) Bag material and attach the annotated document to the bag.
 - (d) Place bag into applicable tote box; one for local delivery and one for off-station customers.
 - (e) Move to next location with issue cart and repeat steps 1. (a), (b), (c), and (d).
2. Upon filling tote box, place onto automated materials handling system.

(B) Bulk Issue

1. Warehouseman obtains empty pallet and travels to location of first item to be selected and performs the following picking operations:
 - (a) Drive to storage stack, elevate forks, and break stack.
 - (b) Select desired material and place on empty pallet.
 - (c) Annotate the issue document with pickers code number.
 - (d) Attach the annotated document to the container.
 - (e) Upon filling the pallet, move to the delivery pick up area and segregate local delivery from off-station orders for pick-up.

(C) Rack Issue (Mobility System)

1. Warehouseman engages forks of vehicle in module and punches location of first item to be selected in keyboard on mobility vehicle control panel and performs the following picking operations:
 - (a) Upon arriving at the location, check and select the quantity indicated on the issue document.
 - (b) Place picked material on shelf in module and punch location of next item to be picked.
 - (c) As vehicle travels to next location; annotate the pickers code to issue document and attach to material.
 - (d) Place completed pick on shelf for local delivery or off station as applicable.
 - (e) Upon filling the module, punch home base on key board for pick-up of empty module.
2. Warehouseman assigned to module sort area removes material from module and segregates local delivery and off-station orders for pick up.

STORAGE DATA:

ACTUAL ISSUE FREQUENCY (L/1)*

Wholesale (W) and Wholesale/Retail (W/R)

| <u>Frequency</u> | <u>Bin</u> | <u>Rack</u> | <u>Bulk</u> | <u>Total</u> |
|------------------|------------|-------------|-------------|--------------|
| 0 Hits W | 42,419 | 39,277 | 18,364 | 100,060 |
| W/R | 49,337 | 45,682 | 21,359 | 116,378 |
| 1-5 W | 15,476 | 14,616 | 3,336 | 33,428 |
| W/R | 18,000 | 17,000 | 3,880 | 38,880 |
| 6+ W | 4,775 | 3,927 | 1,910 | 10,612 |
| W/R | 5,554 | 4,567 | 2,221 | 12,342 |
| Total W | 62,670 | 57,820 | 23,610 | 144,100 |
| W/R | 72,891 | | 27,460 | 167,600 |

*Mar 77 - Mar 78

WORKLOAD

| <u>Issues</u> | <u>W</u> | <u>W/R</u> |
|-------------------------|----------|------------|
| Mar 77 - Mar 78 | 244,000 | 700,000 |
| Mar 78 - Mar 79 (proj.) | 261,080 | 751,000 |

These are Main Store issues only and include issues to disposal and the removal of non-RFI material from the warehouses for induction into the Naval Air Rework Facility. It does not include any issues made from the Maintenance Support Package function nor any of the 3M action pertaining to aviation squadron support or the Aviation Intermediate Maintenance Department.

| <u>Receipts (Mar 77 - Mar 78)</u> | <u>W</u> | <u>W/R</u> |
|-----------------------------------|----------|------------|
| Contracts | 1,310 | 26,346 |
| OSO Receipts for Stock | | 61,921 |
| MTIS | 133,523 | 134,873 |
| DTO | 112,412 | 261,424 |

Mar 78 - Mar 79 Projections. Approximately the same as Mar 77 - Mar 78.

PACKING DATA

Packing Services provided to on-base and off-base customers

A. Standard services to on-base customers

(1) Pack and label small packages for shipping via parcel post, Federal Express, U.P.S., etc. (less than 70 pounds).

(2) Pack off-line material (greater than 70 pounds) for commercial/government carrier shipments.

(3) Label and then load material for shipment on commercial and government carriers.

(4) Certify hazardous shipments according to 49 CFR standards.

(5) Manufacture all special crates, blocking, etc.

B. The following is a list of some of the additional services that were provided recently in support to on-base and off-base customers:

(1) Viking Express - Provide limited packing and preservation for S-3A NRFI components being returned to contractors for repair.

(2) Manufacture packing crates for wing tanks (approximately 400 for NAVAIREWORKFAC and 200 for NAS Miramar; all on reimbursable basis).

(3) Repalletize, strap and load 100 pallets of lead for GSA onto ten semi's for shipment to San Francisco.

(4) Load, block and brace estimated 20 H-2 helos for shipment by truck to East Coast. (To date nine of these have been loaded.)

(5) Load, block and brace 20 trucks of H-53 helo NAVAIREWORKFAC repair facilities for transfer to NAVAIREWORKFAC Pensacola.

(6) Load, block and brace 15 trucks of material for shipment of complete missile system off USS KITTY HAWK.

(7) Load, block and brace 20 trucks of electronics and furniture for movement of NAVAIRSYSOMREPAC facilities to Pautuxent River, Maryland.

(8) Load, block and brace on-base yellow gear (GSE).

(9) Build special saddles, wedges, boxes, etc., for Deep Submergence Rescue Vehicle (DSRV) homeported at NASNI.

(10) Block and brace various SAAM and other aircraft flights and railcar loadings.

C. Workload data - Packing workload from 1 Mar 77 to 1 Mar 78 provided for information.

Total Packs

| | |
|---|---------|
| Parcel Post Packs | 119,074 |
| Shipped as Received (SARs) | 40,285 |
| Packs, single line item on-line packs | 9,255 |
| Packs, single line item off-line packs | 16,657 |
| Ordnance packs | 76 |
| Multi-packs, on-line | 1,876 |
| Multi-packs, off-line | 5,190 |
| TOTAL | 192,413 |

MATERIAL FLOW ESTIMATED DATA

I. RECEIVING

A. TRUCKS ARRIVING PER SHIFT 50

1. Navy 2

2. Commercial 28

3. Mail (including UPS, Fed. Exp.) 20

B. PALLETS ARRIVING PER SHIFT (NO PARCEL POST) 218

C. UNPALLETED CASES PER SHIFT 1678

(used 87 pallets) including parcel post

Note: parcel post receipts are never palletized.

857 parcel post line items received daily.

D. PALLET DIMENSIONS (including pallet)

1. Average 18"

2. Low 6"

3. Maximum 60"

E. PALLET WEIGHT (including pallet)

1. Average 200 lbs.

2. Low 50 lbs.

3. Maximum 4,000 lbs.

F. AVERAGE LINE ITEMS PER PALLET (excluding parcel post) 47

II. STORING

A. RFI

1. Tote pans stored per shift 243

2. Pallets sorted per shift 212

B. NRFI

1. Tote pans stored per shift 0
2. Pallets stored per shift 108

III. ISSUES

- A. TOTE PANS PICKED PER SHIFT 233
- B. PALLETS PICKED PER SHIFT 188

IV. SHIPMENTS BY TENANTS (including NARF)

- A. PALLETS PER SHIFT 19

V. ON STATION DELIVERIES

- A. PALLETS - DTO FOR NARF PER SHIFT 102
- B. PALLETS - DTO FOR NASNI/FLEET PER SHIFT 74
- C. PALLETS - ISSUED TO NARF PER SHIFT (NRFI/RFI) 235
- D. PALLETS - ISSUED TO NASNI/FLEET PER SHIFT 133

VI. OFF STATION SHIPPING

- A. TRUCKS DEPARTING PER SHIFT 35
 1. Navy 7
 2. Commercial 18
 3. Mail (including UPS/FED EXP.) 13

B. OFF STATION PALLETS

1. NRFI Pallets Departing per Shift 13
2. RFI Pallets Departing per Shift 58
3. Other Off Station Pallets 71

Note: Parcel Post shipments are never palletized.

498 parcel post line items are shipped daily.

C. PALLET DIMENSION (INCLUDING PALLET)

1. Average 12"

2. Low 6"
3. Maximum 60"

D. PALLET WEIGHT (INCLUDES PALLET)

1. Average 150 lbs.
2. Low 50 lbs.
3. Maximum 4,000 lbs.

NAS does not maintain historical data on material shipped. Some estimates are:

1. Measurement tons of material shipped. 115,024 M
(Estimated)

This figure is based on a 32-day sample for the 1976 DODMDS study that established a ratio of .4673 between line items and measurement tons. March 1977 - March 1978 line items shipped totaled 246,145 for a measurement ton estimation of 115,024.

2. Hazardous (shipped)

All types of red label material, including flammable, corrosives, compressed gases:

| | |
|------------|--------------------|
| Line items | 9,000 items |
| Weight | 250,000 lbs. |
| Cube | 90,000 ft. (cubic) |

3. Classified (shipped)

Class C explosives, hazardous, confidential, secret material:

| | |
|------------|--------------------|
| Line items | 12,000 items |
| Weight | 250,000 lbs. |
| Cube | 85,000 ft. (cubic) |

4. Hazardous (local delivery)

All types of red label material, including flammable, corrosives, compressed gases:

| | |
|------------|---------------------|
| Line items | 142,000 items |
| Weight | 5,760,000 lbs. |
| Cube | 144,000 ft. (cubic) |

5. Classified (local delivery)

Class C explosives, hazardous, confidential,
secret material:

| | |
|------------|--------------------|
| Line items | 9,000 items |
| Weight | 780,000 lbs. |
| Cube | 60,000 ft. (cubic) |

PROCUREMENT INFORMATION [Ref. 11]

The Purchase Branch is responsible for the procurement of supplies and services to support the mission of the NAS, NARF, and other tenant activities. Items procured include aeronautical parts and assemblies, general usage office supplies, forms, and equipment, tools, raw metal stock, fuel, lumber, electronics equipment, scientific instruments, industrial plant equipment, rental and maintenance services.

The flow of procurement requests is diagrammed in Attachment (A). After receipt of procurement requests (which have been screened by Technical and Financial Edit), there generally is no interface with Supply Department until after completion of the purchase function. Close proximity to Receipt Processing and the Receiving Section is deemed essential. This close liaison facilitates prompt action on receiving and receipt problems.

A locally devised "Deep Look" [Ref. 11] program allows purchasing agents to view, on the receiving floor, items they have purchased but are not completely familiar with. This aids immensely in future buys.

Procurement requests which exceed NAS North Island purchase authority are processed as follows:

- Those in the range from \$10,000 to \$100,000 are forwarded to NSC San Diego for purchase action.
- Those exceeding \$100,000 are forwarded to Navy Regional Procurement Office, Long Beach for action.

The NAS North Island procurement function also provides the following services to customers:

- Follows up with vendors on past-due deliveries.

(Note: Also does some "advance" follow-ups on IPG 1 requests.)

- Provides customers with a copy of Standard Form 1155 purchase orders.

- On an emergency basis, advises customers of current status of purchase requests.

- Performs the Requiring Activity Contract Administration (RACA) function. Becomes involved from the beginning of the pre-planning stage in helping the customer define his/her requirements and specifications and continuing assistance until completion of a comprehensive procurement package which can be acted upon by NRPO Long Beach without need for further specifications.

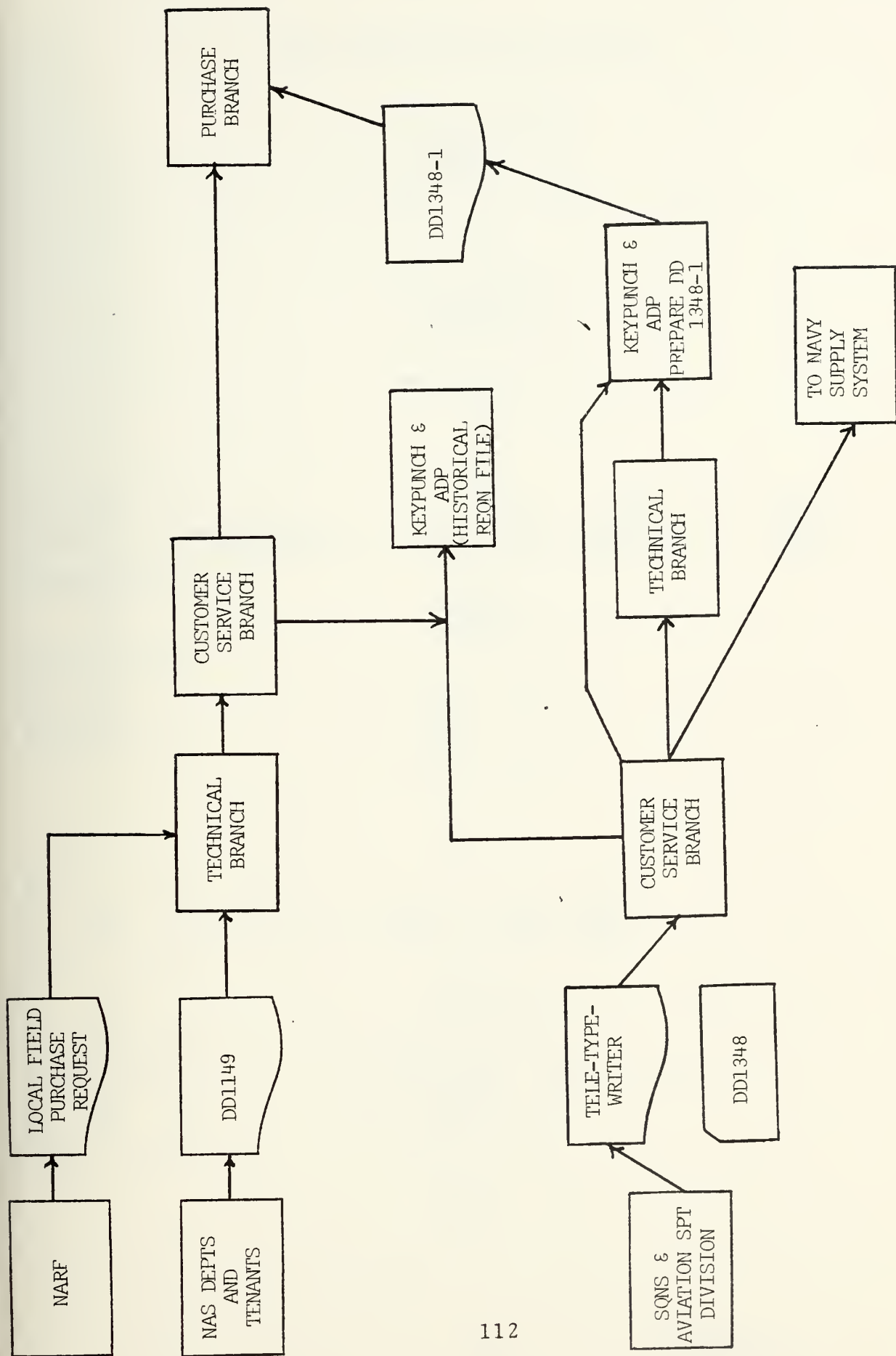
In FY77 a total of 31,865 procurement requests were submitted to the Purchase Branch. Of these:

- (a) 19,108 were submitted by the NARF (60%)
- (b) 12,120 were submitted by NASNI Components (38%)
- (c) 637 were submitted by tenant commands (2%)

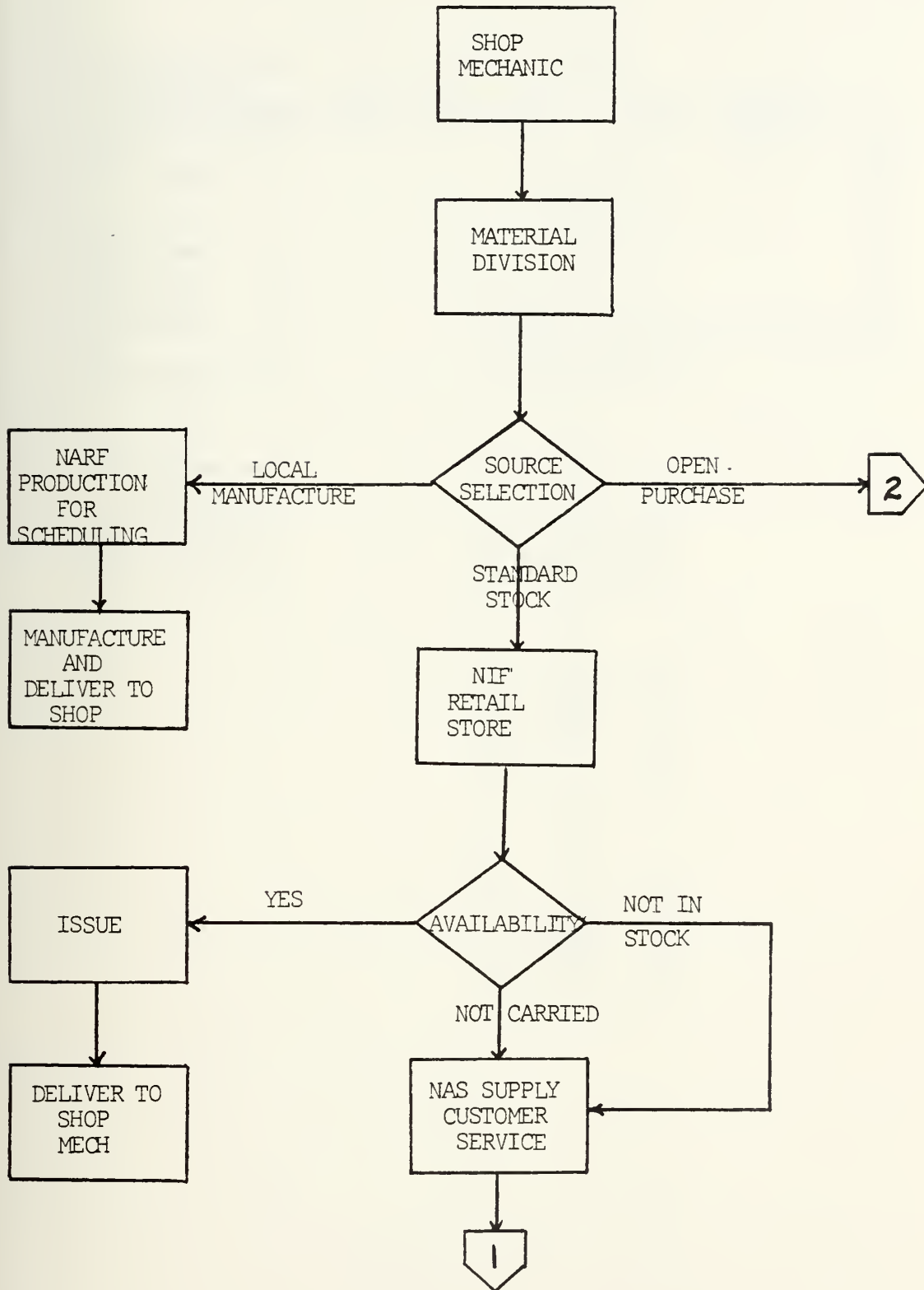
These generated \$16,929,000 worth of purchases by the Purchase Branch and \$9,184,000 of procurement packages being forwarded by the Requiring Activity Contract Administration (RACA) to NSC San Diego and Naval Regional Procurement Office (NRPO), Long Beach.

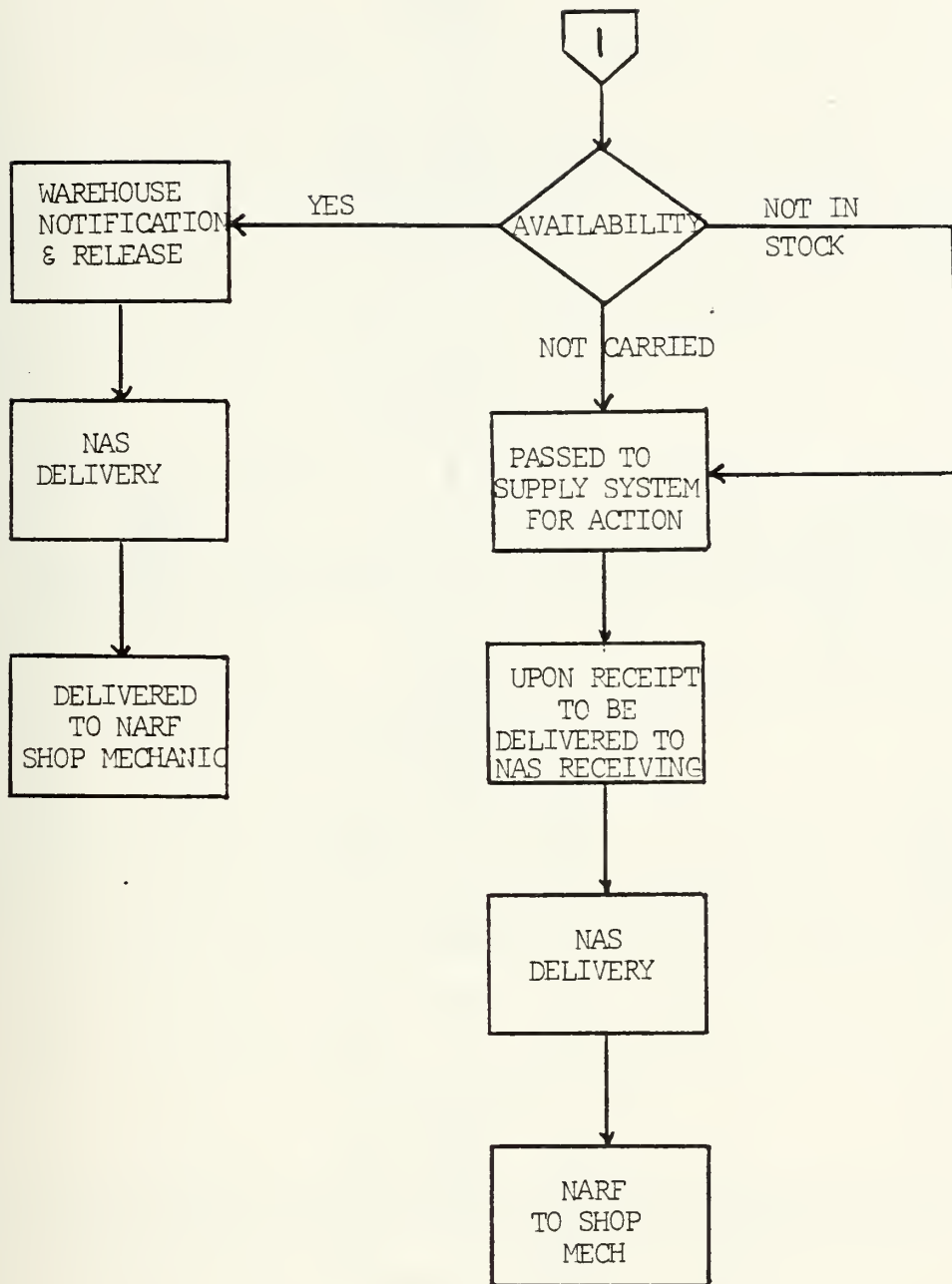
The entire purchasing function, including the generation of procurement management reports, is manual and requires no

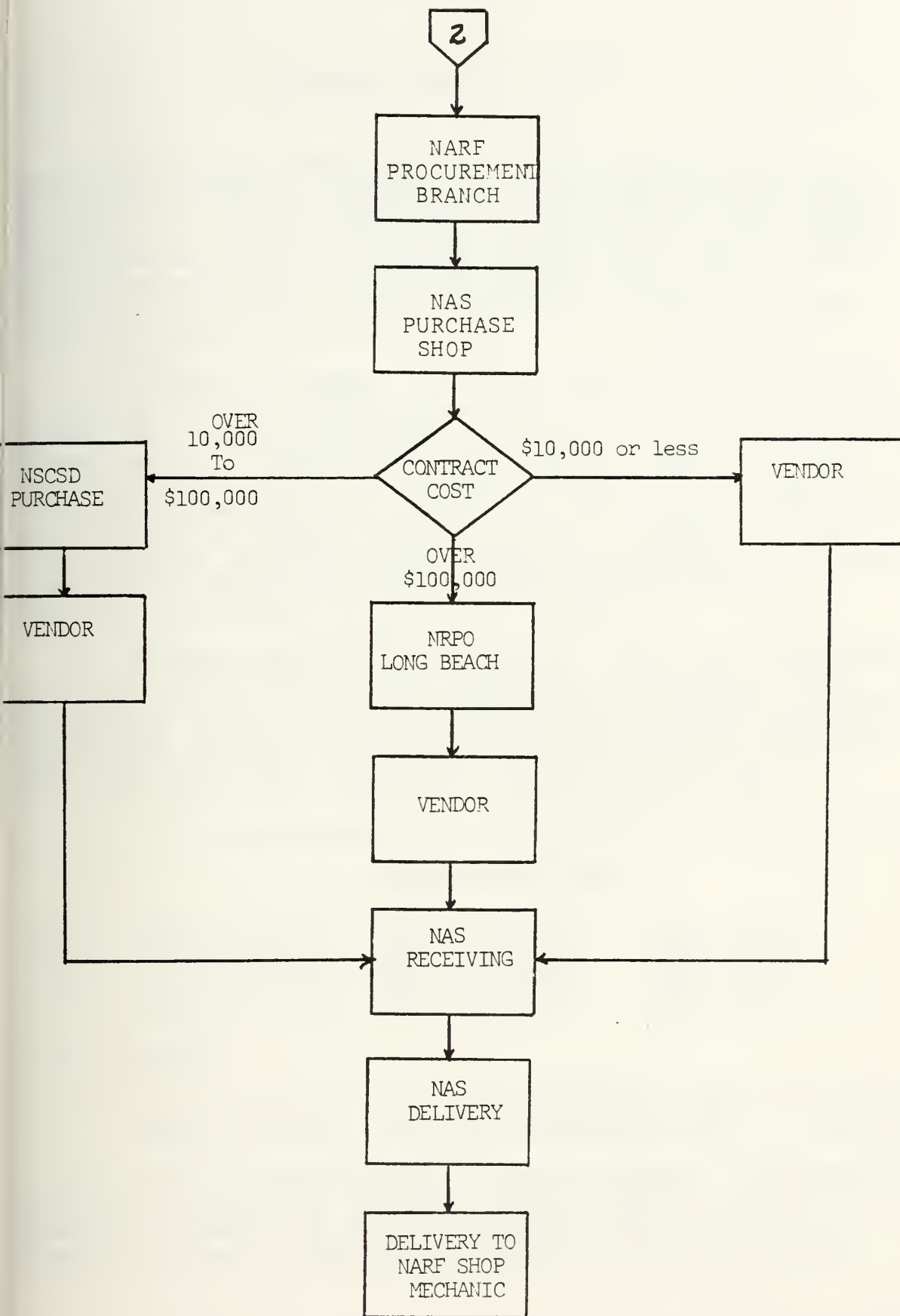
ADP support. However, purchase requisitions and updated status are recorded in the UADPS Requisition Status File. Data is submitted to and processed by the Data Processing Service Center, Pacific Fleet (DPSCPAC) for inclusion in UADPS.



NARF REQUISITIONING CHANNEL







WEAPONS SUPPORT PROGRAMS

In addition to the FIRM/CLAMP, Fixed Allowance/Operational Support Inventory, and "G" condition management programs, the following weapons support programs are managed at NAS North Island. Most are not mechanized within UADPS and consequently these programs require much labor-intensive effort in maintaining off-line records, controls, and reporting procedures. These programs will fall under the control of NSCSD after the merger.

a. Project HI-BURNER. Project HI-BURNER was developed by ASO to control selected high value or critical repairable assemblies so that available assets will be applied to the most urgent demands. Ready-for-issue assets are kept in segregated/controlled storage areas for issue/receipt purposes. The Supply Department is responsible for issuing, referring, and shipping HI-BURNER material only upon approval by ASO. No additional personnel were provided. Functions are being performed by Supply personnel in the Aviation Support, Material, and Supply Operations Divisions.

b. Project RECOVER (Depot Level). The Supply Department is responsible for issuing, receiving, and monitoring of critical J-79 and T-58 engine HI-BURNER components, reviewing authorized levels to ensure sufficient quantities have been inducted by the NARF for repair and submitting reports to ASO. Two people are funded by ASO for this project.

The following indicates the magnitude of this program:

HI-BURNER PRODUCTION

| | |
|-------------------------------|------------|
| 3rd Qtr FY 77 - NARF produced | 5844 units |
| 4th Qtr FY 77 - NARF produced | 6549 units |
| 1st Qtr FY 78 - NARF produced | 7257 units |
| 2nd Qtr FY 78 - NARF produced | 6583 units |

Notes:

1st Qtr FY 78 - 972 Units reinducted from "G" condition
2nd Qtr FY 78 - 740 Units reinducted from "G" condition

c. Project RAMPART/DRAP. Project RAMPART (RT/G01B/APN-141 Receiver/Transmitter) and DRAP (Depot Rework Assurance Program) guarantee a Mean Time Between Failures (MTBF) of specific weapons systems. Functions are being performed by Supply

APPENDIX H

personnel in the Material and Supply Operations Division. Two people are funded by NAVAIREWORKFAC for this project, which include the monitoring of actual time between failures.

d. SDLM Program. Standard Depot Level Maintenance is performed by the Naval Air Rework Facility, North Island. Supply support is provided by the Supply Department of NAS North Island. Size of the SDLM program at North Island is as follows:

| <u>Type</u> | <u>Number Scheduled FY 1978</u> |
|--|-------------------------------------|
| F-4/RF-4 aircraft | 114 |
| C2/E2 aircraft | 205 |
| CH-46 aircraft | 62 |
| LM-2500, J-79, T-58, and T-64 engines | over 700 |

e. Project CILOP. Project CILOP (Conversion-in-lieu-of-Procurement) is an eight-year program pertaining to the modification of 343 aircraft which includes 300 F-4J aircraft, 12 C-2A aircraft, and 31 RF-4B aircraft at the NARF North Island to improve fleet readiness. The Supply Department is Responsible for establishing planned requirements, requisitioning, purchasing, monitoring, and conducting "dedicated" follow-up on outstanding requisitions. Functions are being performed by Supply personnel in the Material and Supply Operations Divisions. During the year ending 5 May 1978, a total of 10,730 new CILOP requisitions were processed, of which 8,055 were directed to the Supply system and 2,675 were local purchase. No additional personnel were provided.

f. RMA Program (Request for Manufacture of Articles). Part numbered requisitions received from local squadrons, deployed ships and overseas activities (which are source coded for local manufacture) are processed on work requests to NARF North Island for manufacture and are monitored until completed. During the 29 weeks ending 2 June 1978, a total of 3,016 completions were received from NARF or an average workload of 104 requisitions per week.

g. Project SHARP. Project SHARP (Serialized High-Cost Asset Reporting Program) provides close management control of selected high cost items which would:

- (1) Shorten out-of-service time.
- (2) Monitor retrograde movement to prevent lost assets.
- (3) Ensure one-for-one exchange.
- (4) Reduce quantities of future procurements.

Close management control is through status codes which describe the condition of a SHARP item, the purpose for which the item is being used, or the stage of progress an unserviceable item has reached in the maintenance cycle. A master record file of all items reflecting the custody and status of each item has been maintained and updated daily by the TIRs (Transaction Item Report), and are submitted to ASO via message system whenever changes to the status or the custody of the items occur. Functions are being performed by Supply personnel in the Aviation Support, Material, and Supply Operations Divisions. No additional personnel were provided.

h. Project SHORT STOP. Project SHORT STOP is a program designed to reduce the number of items on the HI-BURNER Component Repair Program by repairing such components at the fleet level. This program has freed depot man-hours that can be applied to repair of other components critical to fleet requirements. Functions are being performed by Supply personnel in the Aviation Support, Material, and Supply Operations Divisions. No additional personnel were provided.

i. Project FFW/RIW. Project FFW (Failure Free Warranty) RIW (Reliability Improvement Warranty) is a contractor warranty for reliability and support of the units within the service life and calendar limitation specified in the applicable contract. By monitoring the reporting of these items, the contractor and ASO can perform technical review toward improving the reliability, oife cycle costs, and fleet readiness of the equipment. Functions are being performed by Supply personnel in the Material and Supply Operations Divisions. No additional personnel were provided.

j. Aircraft Technical Directive Change Kits (TDC). Aircraft technical directive change kits are controlled by Naval Aviation Logistics Center, Patuxent River, Maryland. All requisitions for controlled TDC kits will be submitted direct to NAVAVNLOGCEN for disposition. NAVAVNLOGCEN directs NAS North Island via message (MILSTRIP) to issue material. All TDC kits are maintained by stock requirements in Purpose Code "T" with an issue restriction code and control cards.

Total on-hand TDC kits that NAS support and average monthly expenditures are as follows:

| <u>Cog</u> | <u>Qty</u> | <u>Financial Value</u> | <u>Monthly Expenditure Average</u> | |
|------------|------------|------------------------|------------------------------------|--------------------|
| | | | <u>Qty</u> | <u>Money Value</u> |
| 6V | 3,500 | \$32,362,449.00 | 991 | \$1,196,775.00 |

k. Sonobuoy Management. Sonobuoys are self-contained sonar devices used by ships and squadrons for detection and surveillance, localization, and, when required, destruction of potentially hostile submarines. The Supply Department of NAS North Island is responsible for maintaining adequate stock levels of sonobuoys and making issues to all aviation units in the San Diego area. Unique problems exist by making substitution decisions and for controlling issues by radio frequency channel.

At the present time, North Island has 274 model with an inventory value of \$6,932,780.52.

| | |
|--------------------------|--------------|
| Average monthly sales | \$588,918.00 |
| Average monthly qty sold | 1,491 each |

Functions are being performed by Supply personnel in the Material and Supply Operations Divisions. No additional personnel were provided.

1. Target Drones. The BQM and MQM targets' primary mission is the simulation of enemy aircraft and missile performance. This simulation assists in the research, development, test, and evaluation of weapon systems that employ air-to-air and surface-to-air missiles. The simulation is also of value in the training of personnel in the utilization of operational anti-aircraft missile systems. Both targets employ various augmentation systems to enhance operational capability.

The Supply Department, NAS North Island is responsible for providing logistic support to squadron VC-3 for intermediate level maintenance of drones and for making special reports of drone inventories.

Total on-hand targets supported are as follows:

a. BQM and MQM systems

| <u>Cog</u> | <u>Qty</u> | <u>Financial Value</u> | <u>Monthly Expenditure</u> | <u>Average</u> |
|------------|------------|------------------------|----------------------------|--------------------|
| | | | <u>Qty</u> | <u>Money Value</u> |
| 8R | 78 | \$19,747,200.00 | 12 | \$2,796,664.00 |
| 2V | <u>47</u> | <u>7,288,760.00</u> | | |
| Total | 125 | \$27,035,960.00 | | |

b. Tow Target Systems

| <u>Cog</u> | <u>Qty</u> | <u>Financial Value</u> | <u>Monthly Expenditure Average</u> |
|-------------|------------|------------------------|------------------------------------|
| | | | <u>Qty</u> <u>Money Value</u> |
| 1R | 12 | 17,940.00 | |
| 8R | 6 | 27,547.00 | |
| 2R | 3 | 36,000.00 | 1 \$5,250.00 |
| Total | 21 | 81,487.00 | |
| Grand Total | 146 | \$27,117,477.00 | |

m. Aircraft and Shipboard Engines. Aircraft engines are the most expensive single item of support, both in terms of unit cost and total expenditure.

NAS North Island has the responsibility to issue, receive, and provide engine transaction reporting and accounting of the following engines: J79, TF34, T58, T56, T64, R1820 for major controlling custodians.

NAS North Island also has the sole responsibility and is the only stock point and designated overhaul point in the world for the LM-2500 (one power turbine and one gas generator) ship engine. These engines will be installed on DD963 Class Destroyers, Patrol Escorts (PE's), and Patrol Combatant Missile Hydrofoils.

NAS North Island also is designated a Complete Engine Repair (CER) 1st Degree Intermediate Maintenance Activity for the TF34 and T58 engines. This includes a quick response inventory maintained in AIMD for the Type Commander for future ship deployments.

Total on-hand engines are as follows:

| <u>Cog</u> | <u>Qty</u> | <u>Financial Value</u> | <u>Monthly Expenditure Average</u> |
|------------|------------|------------------------|------------------------------------|
| | | | <u>Qty</u> <u>Money Value</u> |
| 4V | 960 | \$126,762,866.00 | (4V) 94 \$14,506,845.00 |
| 2S | 74 | 11,846,804.00 | |
| Total | 1,034 | \$138,609,670.00 | |

Total on-hand engines and QECA's (Quick Engine Change Assemblies) that NAS provides assistance and support to AIMD are as follows:

| | | | | |
|----|----|-----------------|----|-----------------|
| 4V | 55 | \$15,786,364.00 | 30 | \$ 3,946,591.00 |
|----|----|-----------------|----|-----------------|

n. Weapons Department Support

(1) The NAS Supply Department provides one storekeeper second class (E-5) to the Weapons Department to perform the following logistics functions:

(a) Receives, stows, issues, and requisitions ammunition and ordnance components.

(b) Maintains manual stock records.

(c) Transmits logistics and management TIR information.

(2) Total on-hand inventory and average monthly sales are as follows:

(a) Inventory

| | |
|----|--------------|
| 2E | \$304,800.00 |
| 2T | 177,425.00 |
| 6U | 1,133.00 |

(b) Sales

| | |
|----|--------------|
| 2E | \$119,135.00 |
| 2T | 32,608.00 |
| 6U | 1,976.00 |

o. Selected Electronic Countermeasure (ECM) Components.

Stringent control of selected Electronic Countermeasure components is required to provide current data for procurement planning and allocation of equipment/spares for fleet operations. In order to provide the Commander Naval Air Systems Command and Commander Naval Air Force, U.S. Pacific Fleet with visibility the Supply Department provides a monthly Inventory Reporting of selected ECM components. Functions are being performed by Supply personnel in the Aviation Support, Material, Inventory, and Supply Operations Divisions. No additional personnel were provided.

p. Project Identification Friend or Foe (IFF). Project

Identification Friend or Foe is a program designed to manage certain AN/APS -75 equipments; strict control and high visibility of these assets are needed to provide data for procurement planning and allocation of equipment for fleet operations. Functions are being performed by Supply personnel in the Aviation Support, Material, and Supply Operations Divisions. No additional personnel were provided.

q. FLEAVNMATOPAC Fleet Controlled Material. Management of the consolidated fleet controlled material provides supply support of critical "fleet controlled material." The Supply Department is responsible for issuing, receiving, monitoring, and inventorying of consolidated material. Functions are being performed by Supply personnel in the Aviation Support, Material, Inventory, and Supply Operations Divisions. No additional personnel were provided.

r. Management of Assets Removed from MASDC. NAS North Island is responsible for providing special dedicated storage, ensuring adequate packing and preservation, special reporting and reconciliation of major weapons systems assets removed from aircraft stored at the Military Aircraft Storage and Disposition Center, Arizona. NAS is responsible for effecting asset dispositions based on instructions received from higher authority. NAS presently is involved in a 13 aircraft program. Over 800 weapon systems assets were removed from the first five aircraft worked.

SUPPORT RESPONSIBILITY

MATERIAL DIVISION (CODE 19500)

Wholesale CLAMP

STORAGE BRANCH (CODE 19520)

RAMPART/DRAP

FFW/RIW

RECOVER

LOGISTIC BRANCH (CODE 19550)

MSP/FALSC

LAMPS

PACK-UP KITS

RSS "F" Store

SUPPLY OPERATIONS DIVISION (CODE 19600)

TECHNICAL BRANCH (CODE 19630)

Technical Support as required

S-3A SYSTEM SUPPORT BRANCH (CODE 19650)

S-3A Aircraft

VAST

DATS

HATS

OSI Records

RECOVER (TF-34)

MASDC Assets

Retail CLAMP

HELICOPTER SYSTEMS SUPPORT BRANCH (CODE 19660)

Helicopter A/C

OSI REcords

Recover (T-58)

NAVAIREWORKFAC SUPPORT BRANCH (CODE 19670)

G Condition

HI-BURNER

SDLM

CILOP

RMA

V PURPOSE POOL

RECOVER (Depot)

STATION AIRCRAFT/COMMON SYSTEMS SUPPORT BRANCH (CODE 19680)

Station Aircraft

VC-3 Sqdn

Naval Reserve Units

SHARP

Aircraft Change Kits

Sonobuoys

Target Drones

Aircraft/Shipboard Engines

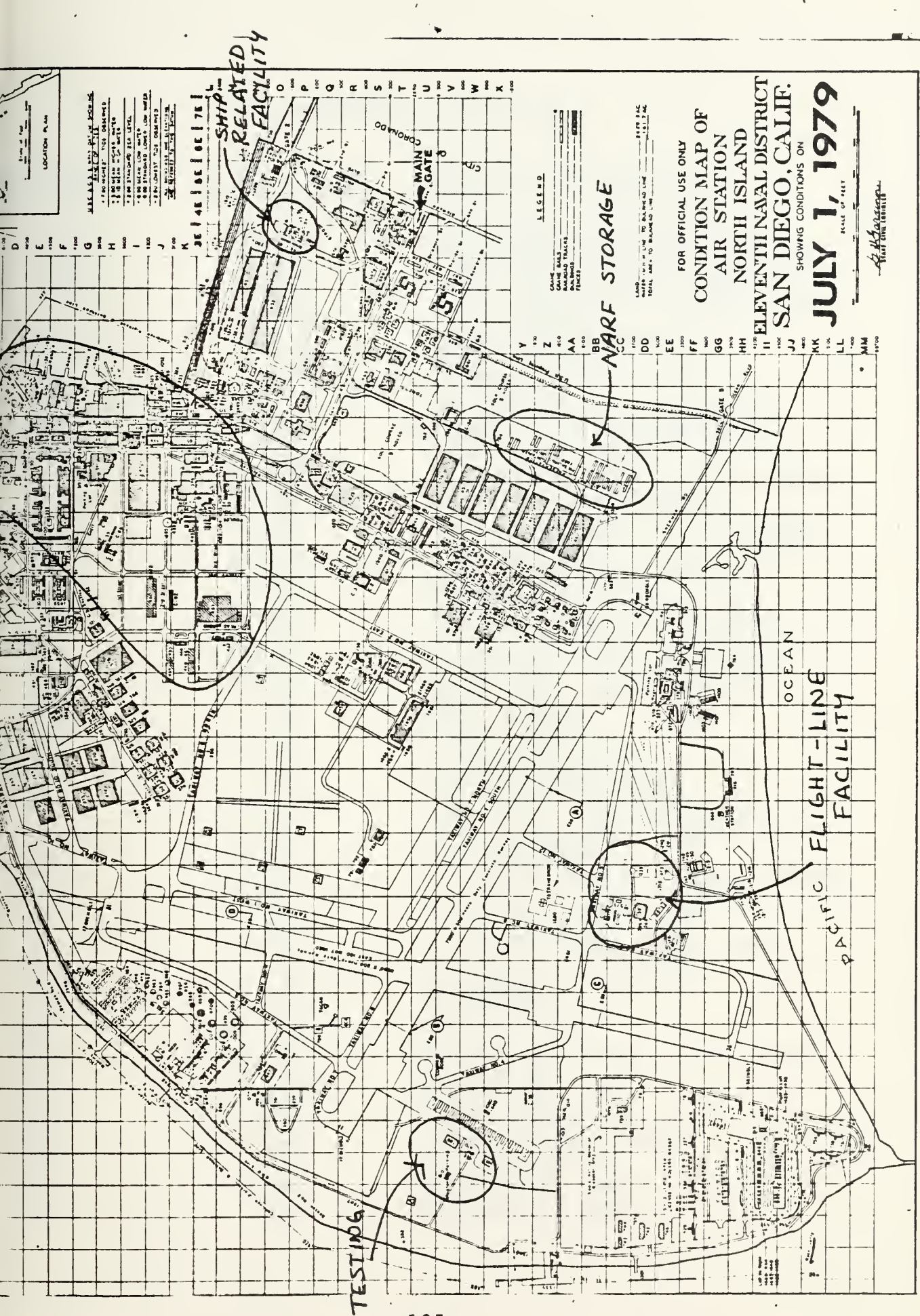
Wholesale CLAMP

Weapons Department Support

ECM - Electronic Countermeasure

IFF - Identification Friend or Foe

Fleet Controlled Material



NAVAIREWORKFAC FACILITIES

| <u>Building No.</u> | <u>Square Footage</u> | <u>Primary Title/Function</u> |
|---------------------|-----------------------|----------------------------------|
| 1 | 40,163 | MFR/REPAIR - MAT/EQP STAGNG |
| 2 | 52,247 | ACFT ACCESS OVHL-ADMIN OFFICE |
| 3* | 10,000 | ADMIN OFF - MAT/EQP STAGNG |
| 4 | 41,026 | ACFT ACCESS OVHL - ADMIN OFFICE |
| 6 | 18,644 | ADMIN OFFICE |
| 7 | 3,200 | DATA PROCESS CENTER |
| 11* | 5,290 | ADMIN OFFICE |
| 26 | 9,512 | MFT/REPAIR |
| 27 | 67,413 | MAT EQP STAGNG - ACFT OVHL |
| 29 | 37,584 | ACFT OVHL PLANT SERVICES |
| 35* | 13,905 | ACFT ACCESS OVHL |
| 36 | 88,801 | ACFT ACCESS OVHL - ACFT REPAIR |
| 39 | 25,808 | ACFT GRND SUPPORT EQP |
| 65 | 61,442 | ACFT ACCESS OVHL - ACFT REPAIR |
| 66 | 21,216 | ACFT ACCESS OVHL - TC T SHAFT |
| 68 | 41,968 | ACFT OVHL PLANT SERVICES |
| 69 | 151 | MAT EQP STAGNG |
| 90 | 80,135 | MFR REPAIR - ADMIN OFFICE |
| 94 | 237,984 | ACFT OVHL REPAIR - ADMIN OFFICE |
| 194 | 17,567 | ACFT ACCESS OVHL - ENG OVHL |
| 245* | 12,066 | ADMIN OFF - A::LIES INSTRU |
| 249 | 18,511 | ACFT ACCESS OVHL |
| 253* | 385 | ADMIN OFFICE |
| 285* | 4,460 | ACFT ACCESS OVHL |
| 306 | 22,867 | ACFT OVHL REPAIR |
| 321 | 85 | HAZARD/FLAMM STRHSE |
| 333 | 53,247 | ENG. OVHL - MAT EQP STAGNG |
| 341 | 71,472 | ACFT ACCESS OVHL - MATLS LAB |
| 350* | 12,000 | MAT EQP STAGNG |
| 378 | 215,196 | ACFT OVHL REPAIR - ELEC/COM/ARMT |
| 379 | 229,062 | ENG OVHL - ADMIN OFFICE |
| 381 | 907 | ACFT OVHL PLANT SERV |
| 384 | 25,171 | TC T JET - ACFT ACCESS OVHL |
| 390 | 152 | ACFT OVHL PLANT SERV |
| 391* | 2,401 | ACFT GRND SUPPT EQP |
| 395 | 909 | MFR/REPAIR |
| 397 | 16,702 | ENG TC T JET |
| 399* | 12,267 | ACFT ACCESS OVHL - APPL INSTRU |
| 422 | 322 | REST ROOMS |
| 433 | 1,429 | HELO BLADE TEST |
| 437 | 5,600 | ADMIN OFFICE |
| 441 | 168 | HAZARD/FLAMM STRHSE |
| 443 | 2,933 | HELO BLADE TEST |
| 451 | 1,600 | WEAPONS SYS SHOP |
| 452 | 300 | WEAPONS SYS SHOP |

| <u>Building No.</u> | <u>Square Footage</u> | <u>Primary Title/Function</u> |
|---------------------|-----------------------|----------------------------------|
| 456 | 1,320 | WELLS AIR STARTER SHELTER |
| 457 | 12,000 | ACFT OVHL REPAIR |
| 458 | 1,908 | ACFT OVHL PLANT SERV |
| 460 | 63,560 | ACFT OVHL REPAIR - ELEC/COM/ARMT |
| 463 | 143,491 | ELEC/COM/ARMT - ACFT GSE |
| 464 | 24,948 | PAINT/FINISHING HANGAR |
| 465 | 24,948 | PAINT/FINISHING HANGAR |
| 466 | 7,004 | ADMIN OFFICE |
| 467 | 14,206 | PAINT/FINISHING HANGAR |
| 468 | 14,206 | PAINT/FINISHING HANGAR |
| 470 | 448 | ACFT ACCESS OVHL |
| 471 | 1,314 | ACFT ACCESS OVHL |
| 472 | 302,571 | MFR/REPAIR - ACFT OVHL |
| 473 | 1,800 | ANTENNA TEST RANGE |
| 474 | 900 | ANTENNA TEST RANGE |
| 573 | 2,400 | ACFT GRND SUPPT EQP |
| 652* | 6,249 | MAT EQP STAGNG |
| 687 | 1,152 | WEAPONS SYS SHOP |
| 785 | 19,800 | ACFT OPS BLDG. |
| 805 | 14,478 | MAT EQP STAGNG |
| 810 | 5,000 | HELO OPS BLDG. |
| 825 | 34,261 | MAT EQP STAGNG |
| 873 | 12,708 | ADMIN OFF-MAT EQP STAGNG |
| 1270 | 1,100 | ACFT OVHL PLANT SERV |
| 1271 | 3,300 | ACFT OVHL PLANT SERV |

* JOINT OCCUPANCY

Aircraft Preservation Container Units (APCU'S)
Assigned to Naval Air Rework Facility

| <u>APCU No.</u> | <u>Square Footage</u> | <u>Primary Title/Function</u> |
|-----------------|-----------------------|---|
| C-9 | 3,257 | ACFT PARTS STORAGE |
| C-10 | 3,257 | ACFT PARTS STORAGE |
| C-19 | 3,257 | WEAPONS ENGINEERING - STORAGE |
| C-27 | 3,257 | DRY-BLASTING MAT'LS |
| C-28 | 3,257 | A/C PARTS STORAGE |
| C-29 | 3,257 | A/C PARTS STORAGE |
| C-30 | 3,257 | TRANSPORTATION |
| C-31 | 2,750 | CHEMICAL STORAGE |
| C-32 | 3,257 | A/C PARTS STORAGE |
| C-33 | 2,250 | CHEMICAL STORAGE |
| C-35 | 3,257 | ENGINE HOSE AND TUBE SHOP |
| C-37 | 3,257 | STORAGE |
| C-38 | 3,257 | STORAGE |
| C-39 | 3,257 | STORAGE |
| C-40 | 1,750 | A/C PARTS STORAGE |
| C-41 | 3,257 | STORAGE |
| C-42 | 1,750 | PLANT SERVICES |
| C-43 | 3,257 | STORAGE |
| C-44 | 3,257 | SHIPS EQUIPMENT |
| C-45 | 3,257 | STORAGE |
| C-46 | 3,257 | STORAGE |
| C-47 | 3,257 | STORAGE |
| C-48 | 3,257 | STORAGE |
| C-55 | 1,757 | A/C PARTS STORAGE |
| C-57 | 6,557 | SHIPS EQUIPMENT |
| C-58 | 3,257 | STORAGE |
| C-59 | 3,103 | CUSTOMER SERVICE |
| C-61 | 3,257 | ENGINE PARTS STORAGE |
| C-62 | 3,257 | ENGINE CAN REPAIR |
| C-85 | 3,257 | STORAGE |
| C-86 | 3,257 | STORAGE |
| C-87 | 3,257 | PLANT SERVICES ELECT. SHOP |
| C-88 | 3,257 | STORAGE |
| C-89 | 3,257 | STORAGE |
| C-90 | 3,257 | AVIONICS |
| C-91 | 3,257 | STORAGE |
| C-92 | 13,028 | E2 SUPPT. AND AVIONICS PARTS STORAGE |
| C-93 | 2,803 | STORAGE |
| C-94 | 2,803 | STORAGE |
| C-95 | 2,803 | STORAGE |
| C-96 | 2,803 | STORAGE |
| C-97 | 2,803 | STORAGE |
| C-98 | 2,803 | STORAGE |

| <u>APCU No.</u> | <u>Square Footage</u> | <u>Primary Title/Function</u> |
|-----------------|-----------------------|-------------------------------|
| C-99 | 2,803 | STORAGE |
| C-100 | 2,803 | STORAGE |
| C-101 | 2,803 | STORAGE |
| C-102 | 2,803 | STORAGE |
| C-103 | 2,803 | STORAGE |
| C-104 | 2,803 | STORAGE |
| C-105 | 2,803 | STORAGE |
| C-107 | 2,803 | STORAGE |
| C-108 | 2,803 | ENGINE PARTS STORAGE |
| C-110 | 3,257 | STORAGE |
| C-121 | 3,257 | STORAGE |
| C-122 | 3,257 | STORAGE |
| C-123 | 3,257 | STORAGE |
| C-127 | 1,750 | DRY BLASTING MAT'LS |
| C-128 | 3,257 | SHIPS EQUIPMENT |
| C-130 | 2,250 | NARF TRANSPORTATION |
| C-138 | 8,400 | DMI STORAGE |
| C-150 | 1,500 | A/C PARTS STORAGE |
| C-151 | 800 | GSE - PAINT SHOP |
| C-155 | 1,200 | GENERAL STORAGE |

Portable Shelters (PS) Assigned
to NAVAIREWORKFAC Facility

| <u>Portable Shelter No.</u> | <u>Square Footage</u> | <u>Plant Account No.</u> | <u>Primary Title/Function</u> |
|-----------------------------|-----------------------|--------------------------|-------------------------------|
| PS-1 | 324 | 65421 | E2 MRT STORAGE |
| PS-2 | 324 | 65446 | NARF TRANSPORTATION OFFICE |
| PS-3 | 324 | 65436 | PLANT SERVICES STORAGE |
| PS-4 | 324 | 65435 | MATERIAL ADMIN OFFICE |
| PS-5 | 324 | 325106 | PKG & PRES STORAGE |
| PS-6 | 324 | 325119 | E2 MRT STORAGE |
| PS-10 | 324 | 65434 | STORAGE UPHOLSTERY SHOP |
| PS-13 | 324 | 325123 | E&E E2 STORAGE |
| PS-14 | 324 | 325111 | OXYGEN SHOP STORAGE |
| PS-15 | 324 | 325128 | ENG. RUN UP AIMD (LOAN) |
| PS-22 | 324 | 65425 | HELO STORAGE |
| PS-23 | 324 | 65431 | CHEMICAL HANDLERS |
| PS-24 | 324 | 65430 | CHEMICAL HANDLERS |
| PS-28 | 324 | 325102 | ADMIN OFFICE MATERIAL |
| PS-30 | 324 | 325118 | E2 MRT STORAGE |
| PS-32 | 324 | 65426 | HELO STORAGE |
| PS-33 | 324 | 65420 | PLANT SERVICES STORAGE |
| PS-34 | 324 | 65427 | E2 MRT STORAGE |
| PS-36 | 324 | 325115 | STORAGE UPHOLSTERY SHOP |
| PS-40 | | 65439 | AT STORAGE |
| PS-42 | 324 | 65444 | STORAGE STRICKEN ACFT AREA |
| PS-43 | 324 | 325113 | STORAGE UPHOLSTERY SHOP |
| PS-45 | 324 | 325116 | MATERIAL ADMIN OFFICE |
| PS-46 | 324 | 325110 | CHEMICAL HANDLERS |
| PS-47 | 324 | 325101 | ACFT EQUIP STORAGE |
| PS-52 | 324 | 65442 | E2 MRT STORAGE |
| PS-53 | 324 | 65423 | E2 STORAGE |
| PS-54 | 324 | 65424 | E2 STORAGE |
| PS-58 | 324 | 325117 | MATL LAB'S STORAGE |
| PS-59 | 324 | 352112 | OXYGEN SHOP STORAGE |
| PS-60 | 324 | 325129 | ENG RUN UP AIMD (LOAN) |
| PS-61 | 324 | 325114 | STORAGE UPHOLSTERY SHOP |
| PS-62 | 324 | 325122 | ACFT EQUIP STORAGE |
| PS-63 | 324 | 325125 | E&E STORAGE |
| PS-64 | 324 | 325121 | ACFT EQUIP STORAGE |
| PS-65 | 324 | 325105 | E2 MRT STORAGE |
| PS-66 | 324 | 325103 | PLANT SERVICES STORAGE |
| PS-67 | 324 | 325102 | METAL MFG STORAGE |
| PS-67 | 324 | 325120 | METAL MFG STORAGE |
| PS-68 | 324 | 325124 | E&E STORAGE E-2 |
| PS-69 | 324 | 325108 | CHEMICAL HANDLERS |
| PS-70 | 324 | 325104 | PKG & PRES STORAGE |

| <u>Portable Shelter No.</u> | <u>Square Footage</u> | <u>Plant Account No.</u> | <u>Primary Title/Function</u> |
|---------------------------------|---------------------------|------------------------------|-------------------------------|
| PS-71 | 324 | 325109 | CHEMICAL HANDLERS |
| PS-72 | 324 | 325107 | PKG & PRES STORAGE |
| PS-105 | 120 | 65428 | PRODUCTION CONTROL OFFICE |
| PS-112 | 324 | 65429 | PARKING BUS SHELTER |
| PS-114 | 120 | 65440 | ACFT PRESERVATION STORAGE |
| PS-118 | 80 | 65443 | PAINT SHOP OFFICE (GSE) |
| PS-121 | 324 | 65441 | E&E STORAGE |
| PS-129 | 64 | 65445 | STORAGE STRICKEN ACFT AREA |
| PS-146 | 324 | 325126 | WESTERN STDS. LAB STORAGE |
| PS-147 | 48 | 325127 | WESTERN STDS. LAB STORAGE |

Storage Tanks Assigned
to Naval Air Rework Facility

| <u>Tank No.</u> | <u>Capacity & Unit of Meas.</u> | <u>Primary Title/Function</u> |
|-----------------|-------------------------------------|--------------------------------------|
| 901 | 129 BL | LUB/OIL STORAGE |
| 971 | 40 TC | CO2 STORAGE |
| 995 | 12 TC | CO2 STORAGE |
| 996 | 21 TC | CO2 STORAGE |
| 997 | 71 BL | SALVAGE LUB/OIL STORAGE |
| 1000 | 119 BL | JP3 FUEL STORAGE |
| 1001 | 119 BL | JP4 FUEL STORAGE |
| 1014 | 71 BL | FUEL/OIL STORAGE |
| 1015 | 23 BL | FUEL/OIL STORAGE |
| 1016 | 23 BL | FUEL/OIL STORAGE |
| 1017 | 150,000 GA | JET FUEL STORAGE |
| 1018 | 150,000 GA | JET FUEL STORAGE |
| 1019 | 50,000 GA | STORAGE TANK (PORTABLE) |
| 1022 | 128 TC | CO2 STORAGE |
| 1023 | 150,000 GA | JP5 FUEL STORAGE |
| 1024 | 150,000 GA | JP5 FUEL STORAGE |
| 1051 | 476 BL | JP5 FUEL STORAGE |
| 1052 | 476 BL | JP5 FUEL STORAGE |
| 1207 | 576 BL | JP5 FUEL STORAGE |
| 1208 | 476 BL | JP5 FUEL STORAGE |
| 1209 | 60,000 GA | TEST CELL STORAGE TANK (PORTABLE) |

Portable Modules Assigned
to Naval Air Rework Facility

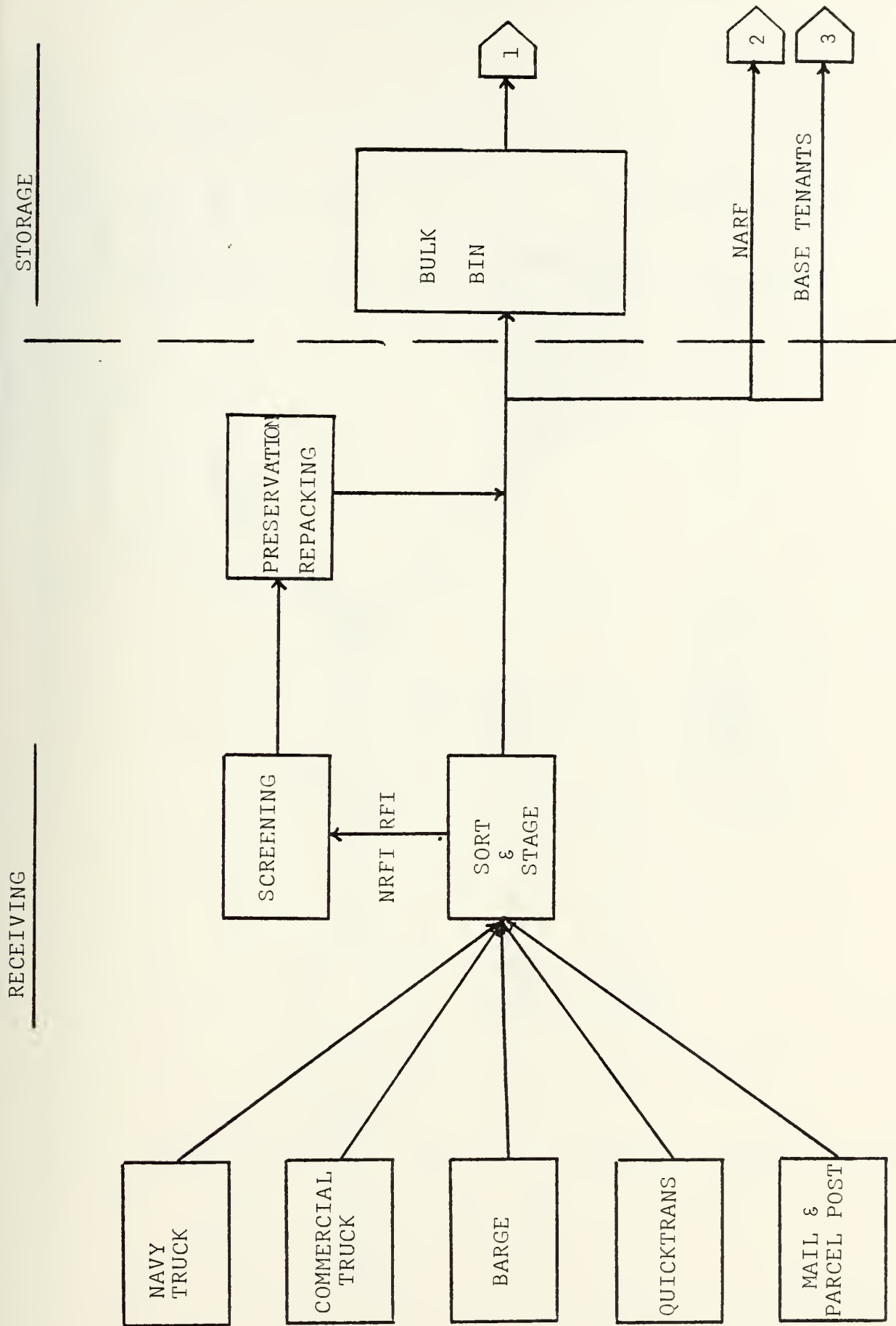
| <u>Portable Module No.</u> | <u>Square Footage</u> | <u>Primary Title/Function</u> |
|----------------------------|-----------------------|-------------------------------|
| M-1 | 2,400 | ADMIN OFFICE |
| M-2 | 5,760 | ADMIN OFFICE |
| M-5 | 6,480 | ADMIN OFFICE |

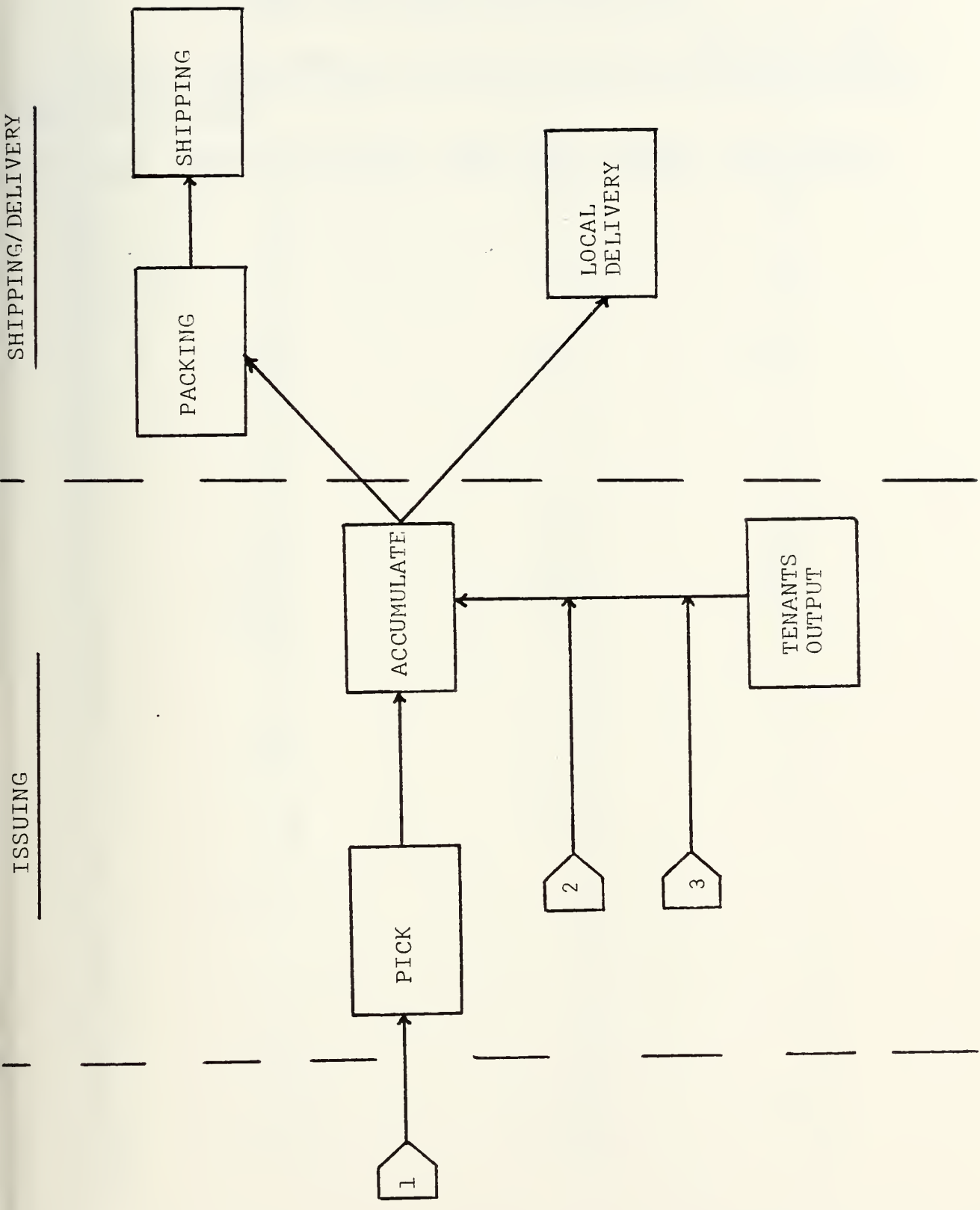
Structures Assigned
to Naval Air Rework Facility

| <u>Structure No.</u> | <u>Primary Title/Function</u> |
|----------------------|-------------------------------|
| 1225 | HELO BLADE TEST (WHIRLTOWER) |
| 1239 | ANTENNA TEST RANGE |
| 1240 | ANTENNA TEST RANGE |
| 1241 | ANTENNA TEST RANGE |

The following is a list of the major NARF receiving points, locations, and shops supported.

| <u>Site</u> | <u>Location</u> | <u>Shop/Mail Supported</u> |
|-------------|-----------------|----------------------------|
| A | CAN 138 | OPEN PURCHASE/BPA's |
| B | BLDG 463 | B |
| C | BLDG 378 | M, X, D |
| D | CAN 37/28 | F, G |
| E | CAN 155 | H |
| F | BLDG 825-5 | OVERSIZED MAIL |
| G | BLDG 341 | L |
| H | BLDG 27-5 | Y, J |
| I | BLDG 333 | Q |
| J | BLDG 94 | N |





NASNI AND NSCSD MSIR COMPARISON

Identify the number of material records (MSIR), by cog, by activity and the number of such records duplicated between the NAS and NSC.

| <u>Acct/Cog</u> | <u>NSC MSIR Records</u> | <u>NASNI MSIR Records</u> | <u>Duplicated</u> |
|-----------------|-------------------------|---------------------------|-------------------|
| 4A | 52 | 54 | 14 |
| 6A | 23 | 2 | -- |
| 8A | 2 | -- | -- |
| 9A | 45 | 36 | 10 |
| 2B | 14 | -- | -- |
| 2C | 13 | 1 | -- |
| 9C | 9,305 | 3,559 | 1,002 |
| 9D | 10 | 260 | -- |
| 2E | 3 | 1 | -- |
| 6E | 18 | 14 | -- |
| 9E | 20 | 1 | -- |
| 2F | 409 | -- | -- |
| 9F | 27 | 653 | 5 |
| 4G | 2,933 | 170 | 76 |
| 6G | 939 | 244 | 107 |
| 9G | 6,200 | 2,738 | 1,071 |
| 1H | 21,744 | 2,046 | 301 |
| 2H | 3,426 | 276 | 59 |
| 4H | 222 | 2 | -- |
| 6H | 6 | 16 | -- |
| 8H | -- | 1 | -- |
| 9H | 250 | 32 | 2 |
| 1I | 1,894 | -- | -- |
| 9I | 3 | 1,569 | -- |
| 2J | 46 | -- | -- |
| 9J | 10 | 1,273 | 8 |
| 9K | 18 | 74 | 2 |
| 5L | 2 | -- | -- |
| 9L | 2,774 | 1 | -- |
| 2M | -- | 2 | -- |
| 4M | 1 | 6 | -- |
| 5M | -- | 2 | 1 |
| 6M | 7 | 4 | 1 |
| 2N | -- | 1 | -- |
| 4N | 2,432 | 116 | 86 |
| 5N | 2 | 3 | 1 |
| 8N | 25 | 18 | 1 |
| 9N | 13,681 | 14,707 | 4,015 |
| 2O | 1 | 379 | 1 |
| 6O | 1 | 2 | -- |

| <u>Acct/Cog</u> | <u>NSC MSIR Records</u> | <u>NASNI MSIR Records</u> | <u>Duplicated</u> |
|-----------------|-------------------------|---------------------------|-------------------|
| 9O | 42 | 16 | 6 |
| 2P | 6 | -- | -- |
| 5P | -- | 3 | -- |
| 9Q | 6,867 | 850 | 470 |
| 1R | 34 | 61,559 | 11 |
| 2R | 73 | 25,785 | 1 |
| 4R | 1 | 99 | 1 |
| 5R | -- | 2,877 | 1 |
| 6R | 5 | 2,371 | 1 |
| 8R | 1 | 497 | 1 |
| 2S | 967 | 3 | 2 |
| 8S | 1 | -- | -- |
| 9S | 6 | 3 | -- |
| 4T | 46 | -- | -- |
| 8T | 1 | -- | -- |
| 2U | 143 | 4 | -- |
| 4U | 170 | 7 | 2 |
| 6U | 225 | 5 | 2 |
| 8U | 1 | 274 | -- |
| 2V | -- | 69 | -- |
| 4V | 1 | -- | -- |
| 6V | -- | 3,151 | -- |
| 9V | 125 | 1,628 | 68 |
| 2W | -- | 88 | -- |
| 9W | 9 | 1,004 | 4 |
| 6X | 3 | -- | -- |
| 8X | 1 | -- | -- |
| 9X | 1 | -- | -- |
| 9Y | 163 | 170 | 39 |
| 2Z | 362 | 30 | 19 |
| 4Z | -- | 64 | -- |
| 9Z | 17,571 | 13,089 | 4,085 |
| AJ | 5 | 2 | -- |
| AX | 25 | 2,339 | -- |
| AZ | 1 | 5 | -- |
| BD | -- | 6 | -- |
| BF | 2 | 9 | -- |
| CL | 35 | 142 | 2 |
| CT | -- | 104 | -- |
| CU | 1 | -- | -- |
| CX | 33 | 2,384 | 1 |
| CY | 3,796 | 12 | 3 |
| CZ | 490 | -- | -- |
| CG | 50 | 222 | -- |
| KX | 3 | -- | -- |
| KZ | 1,541 | 2,051 | 3 |
| PA | 35 | 19 | 1 |
| SE | 43 | 757 | -- |
| SJ | 1 | -- | -- |
| SP | -- | 3 | -- |

| <u>Acct/Cog</u> | <u>NSC MSIR Records</u> | <u>NASNI MSIR Records</u> | <u>Duplicated</u> |
|-----------------|-------------------------|---------------------------|-------------------|
| SU | 6 | 264 | -- |
| SX | 8 | 1,527 | -- |
| TA | 21 | 96 | 1 |
| TG | 17 | 821 | -- |
| TX | 69 | 1,603 | 1 |
| TOTALS | 99,565 | 154,275 | 11,548 |

GLOSSARY

- CILOP - Conversion-in-Lieu-of-Procurement of new aircraft
(See Appendix H.)
- CLAMP - Closed Loop Aeronautical Management Program in an
ASO managed program to repair serviceable material.
- DEPOT-LEVEL-MAINTENANCE - Several activities have been
designated by ASO, SPCC, NAVAIR, and NAVSEA to
repair or overhaul specific serviceable material.
- DRAP - Depot Rework Assurance Program (See Appendix H.)
- "E" CONDITION - Material requiring only limited expense or
effort to restore to serviceable condition.
- ECM - Electronic Counter-Measure (See Appendix H.)
- "F" CONDITION - Economically repairable material requiring
repair, overhaul, or reconditioning.
- FFW - Failure Free Warranty Program (See Appendix H.)
- FIRM - Fleet Intensified Repairable Management Program
managed by Ship Parts Control Center, Mechanicsburg, PA.
- "G" CONDITION - Material requiring additional parts or
components to complete the end item prior to material
issuance.
- "H" CONDITION-- Material which is determined to be unservice-
able or beyond economical repair.
- HATS - Helicopter Attack System is a program managed by
Naval Air Systems Command (See Appendix H.)
- HI-BURNER - Aviation Supply Office program to manage selected
high value or critical repairable assemblies (See
Appendix H.)
- IFF - Identification of Friend or Foe (See Appendix H.)
- IMMEDIATE-LEVEL-MAINTENANCE - is a maintenance level between
the fleet level and depot level.
- L-2500 - Turbine Engine Program (See Appendix H.)
- LAMP - Light Air-Borne Multi-Purpose program support shipboard
helicopters.

"M" CONDITION - Material identified on inventory control records but which has been turned over for repair

NICRISP - Navy Integrated Comprehensive Repairable Item Scheduling Program controlled by Aviation Supply Office, Philadelphia, PA.

RAMPART - Program on RT/G01B/APN-141 Receiver Transmitter (See Appendix H.)

RECOVER - Closed Loop Tracking System for repairable engine components (See Appendix H.)

RIW - Reliability Improvement Warranty (See Appendix H.)

RMA - Request for Manufacture of Article submitted by other commands via NAS Supply for the NARF to manufacture.

RSS "F" Store - Ready Supply Store "F: Store is the management of stored "F: condition material.

SDLM - Standard Depot Level Maintenance (See Appendix H.)

SHARP - Serialized H-Cost Asset Reporting Program (See Appendix H.)

SHORT STOP - Program to repair some HI-BURNER components at fleet level (See Appendix H.)

SLEP - Service Life Extension Program which involves modification or repair of aircraft to extend its useful life.

V PURPOSE POOL - A pool of Aviation Supply Office designated material.

VAST - Versatile Aviation Shop Test (See Appendix H.)

VC SQUADRON - is the designation of an air squadron made up of a composite of various aircraft.

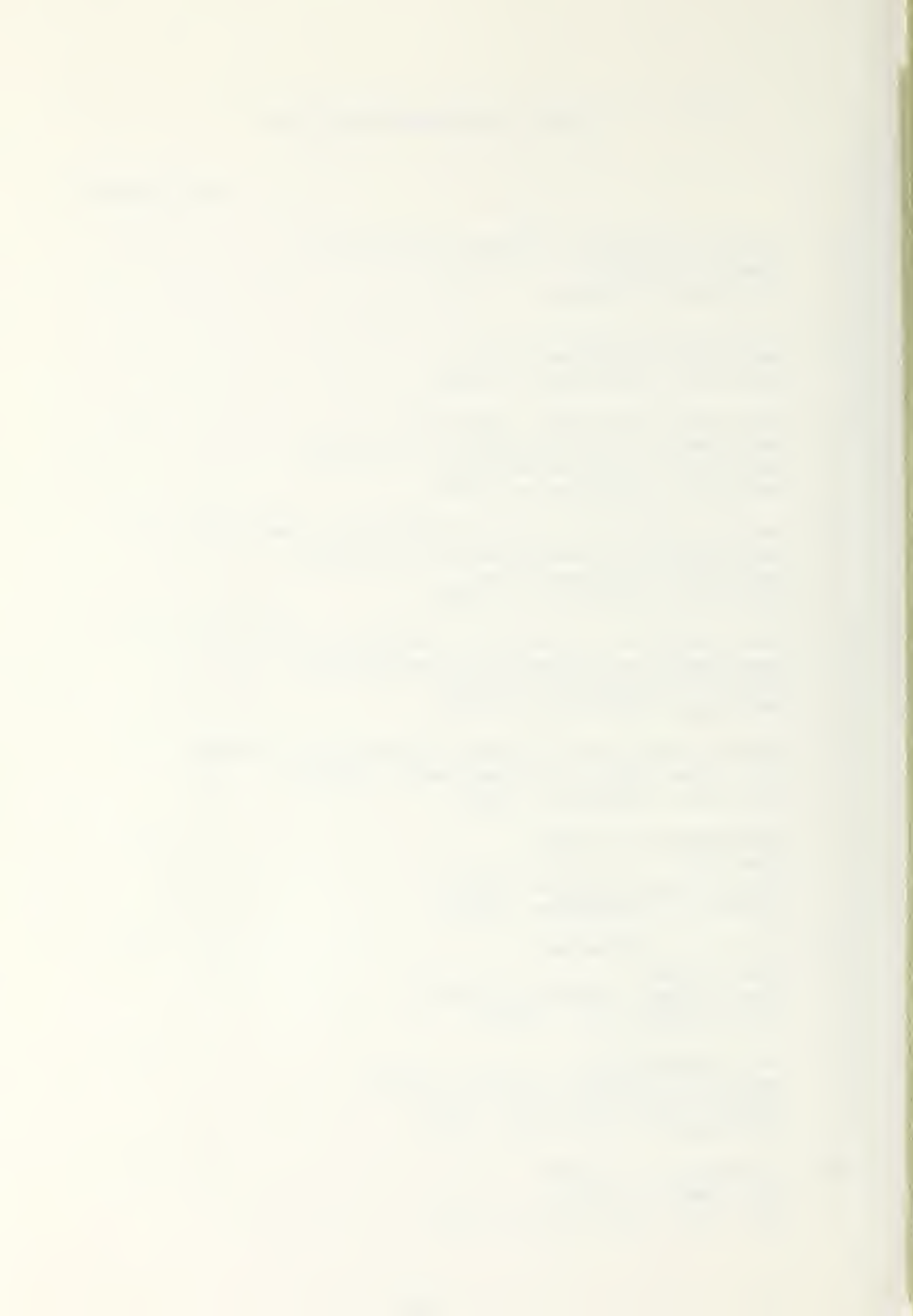
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